


MOUTRIE'S
FOR
VICTOR
RECORDS
SPECIAL DISCOUNT



The China Mail

ESTABLISHED 1846

August 20, 1923, Temperature 79. Barometer 29.61 Rainfall 0.03 inch. Humidity 86 August 20, 1923 Temperature 80.

THE DOLLAR.
Today's closing rate 2/3 1/16
To-day's opening rate 2/3 1/16.



ALEX. ROSS & CO.
(CHINA) LTD.
Sole Agents

No. 18,959.

一拜禮 號十二月八年三十二百九千一英

HONGKONG, MONDAY, AUGUST 20, 1923.

日九初月七年亥癸次歲年二十國民華中

PRICE, \$3.00 Per Month.



THE NEW VICTROLA No. 80.
A REAL CABINET VICTROLA
FOR \$220.50 (\$245.00 less 10% for cash)
S. MOUTRIE & CO., LTD.
SOLE AGENTS.

40 1/2 inches HIGH
20 inches WIDE
22 inches DEEP

12 inches TURNABLE
IMPROVED VICTOR TONE-ARM
AUTOMATIC BRAKE
DOUBLE SPRING

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HAWTHORNE & PEARSON
Ladies' and Gentlemen's Tailors
and
Breeches Makers

St. George's Building, Ice House Street.
(Next door Café Wiseman.)

SWATOW TRADING CO.
Tel. Central 3303, 8, Hongkong Hotel Building
MANUFACTURERS
of Handsome Chinese Linen Draw-work and Embroideries
SPECIALISTS IN ALL KINDS OF SILK GOODS.
Mandarin Costumes of Various Design and Pewter-ware.

MAH-JONG!



The Game which has become the rage of the whole world.
Take a set home to-day and you will quickly become an enthusiastic exponent.

We have the best selection in South China.

SWATOW LACE COMPANY.
No. 17A, Queen's Road, Central.
Manufacturers of
SILK EMBROIDERIES, SWATOW-DRAWN WORK, LACES, etc., etc.
Phone C. 1468. (Hing On Furniture Store).

DONNELLY & WHYTE.
WINE MERCHANTS.
Tel. Cen. 638.

When someone tells us "I'll come back"
HE USUALLY DOES
(without comments)
J. ULLMANN & CO.
34, Queen's Road Central.

EUROPE'S TROUBLES.
POINCARÉ'S LATEST PROFESSIONS.
UNITED ACTION NEEDED.
(Reuter's Service to the China Mail.)

PARIS, August 19.
A friendlier tone was manifested by M. Poincaré, the Premier, in his speech at the unveiling of a war memorial at Charleville. He declared that France would make every effort to bring her policy near that of all the Allies and would always be ready to seek with them any alleviation united action might bring their sufferings.

M. Poincaré said that nations were like individuals. He realised the necessity of uniting in great moral crises better than the un-casiness of convalescence, and although union had now saved the lives of the Allies it was still not useless.

M. Poincaré concluded by denying that the Ruhr was responsible for unemployment in Britain which had improved since last year. He deprecated indulging in controversies like that over the legality of the occupation and preferred to seek a practical solution of the problems in which all were interested.

LOCAL AND GENERAL.
Lane Crawford's announce that they have a large selection of tea, dinner and toilet-sets.

The Steam Laundry Co., Ltd., announce delay in their deliveries, due to Typhoon damage at their works.

In the gliders competition at Vauville, cables Reuter from Paris, Simop remained in the air 47 mins. 35 secs.

The regular monthly meeting of the M. C. Engineers' Guild of China is to be held to-morrow at 5 p.m. at the Guild Office.

The Home dock strike has ended, following meetings of the strikers in London deciding to resume on Tuesday, cables Reuter.

During the month of July 13,481 Chinese arrived at Singapore, and 5,524 left for China. The total arrivals this year, for the first seven months, are 96,756, the departures 43,154.

On Saturday, Detective Sergeant Lam Kwan raided the first floor of No. 238, Main Street, to Kwa Wan, and there seized a quantity of coinage apparatus together with over thirty counterfeiters of Hongkong one cent pieces. This morning a Chinese was charged before Mr. C. D. Melbourne with being on the premises and the case was formally remanded.

The Hongkong correspondent of the Eastern Times, one of the Shanghai vernacular papers, gives us the largest fish story of the season. His story concerns a giant carp captured in the waters of the Colony, and he reports that the fish, which weighed more than 100 catties, could speak. When asked, it said that the political situation in Canton would be settled within three months if the fishermen would let it loose. This request was acceded to and the fish received his freedom.

The Tientsin properties of Reiss Brothers Ltd., in liquidation, were sold at the offices of L. Moore & Co., Ltd., Bristow Road, to a Chinese Group represented by Mr. Lee, compradore of the Eastern Trading Company, China. The price, says the M. C. Star, was Tls. 181,000. The Chinese group is said to be a new purely native firm, called the Tientsin Press Packing Co., recently promoted. Mr. W. J. Wainwright was the only other interested bidder near the closing price, having bid Tls. 180,500.

The Hongkong correspondent of the Straits Times wired that following the sensational murder of a Chinese detective in a main street there, the Government are increasing the penalties for unlawful possession of arms to ten years' hard labour and a flogging. The law will be enforced with the utmost rigour. The Straits Times headed the telegram with the words, "Necessary in Malaya." The position in Hongkong, close to the lawless mainland of south China, differs very much from that of Malaya, comments the Malay Mail, but it does seem that the present fine of \$100 for the illegal possession of arms is inadequate.

The death is reported of Milena, the ex-Queen of Montenegro. King Nicholas of Montenegro was deported in 1918, and died in 1921, his country being united with Yugoslavia. Among the daughters of the King and Queen is Queen Helen of Italy.

A London cable message announces the death of the Marquis of Cholmondeley, P.C. He was born in 1858 and he married in 1879 Winifred Ida, daughter of the late Colonel Sir Robert Klagescott, K.C.B. The Marquis was a Joint Hereditary Great Chamberlain. He left two sons and one daughter.

ELECTION TACTICS.
FREE STATE PREMIER'S LEAD.
FLYING CAMPAIGN.
(Reuter's Service to the China Mail.)

LONDON, August 19.
Mr. Cosgrave, Premier of the Irish Free State, this afternoon addressed a meeting at Ennis, the scene of de Valera's arrest. There were no incidents.

Subsequently Mr. Cosgrave flew in a military aeroplane to Carlow to address his constituents.

The flight, which was Mr. Cosgrave's first, is regarded by the Clare electors as a venturesome piece of excellent electioneering and a good advertisement for the Irish air force.

DAVIS CUP PLAYERS.
JAPAN VISIT LIKELY.

SYDNEY, August 19.
The Secretary of the Australian Lawn Tennis Association believes that the Australasian Council could be only too pleased to accede to the Japanese desire of members of the Australian Davis Cup teams to visit Japan on the way home.

OVER A CLIFF.
TERRIBLE MOTORCAR ACCIDENT.
(From Our Own Correspondent.)

SINGAPORE, Aug. 18
A motor car went over a cliff at Penang last night. Mrs. Coombs, a European lady who recently arrived from Shanghai, was killed.

WINNERS.
PROGRAMMES WORTH FIVE DOLLARS EACH.

The holders of the following theatre programmes are requested to forward them to the China Mail office when a coupon the value of \$5 will be issued which may be changed for goods to the same value with any of the advertisers in the China Mail.

Star Theatre Programme No. 341 issued Thursday, August 16 to Saturday, August 18.

World Theatre Programme No. 939 issued Wednesday August 15 to Saturday August 18.

Patrons of the three Cinema Theatres, the Coronet, Star and World are advised to retain their programmes and study the number to be found on the front page.

SOCIAL AND PERSONAL.
The China Mail regrets to learn that Mr. R.A.C. North of the Government Service is an inmate of the Government Civil Hospital.

The names of Mr. Lu Tak-chung, Mr. A. J. Lane and Mr. J. L. Adams have been added to the list of Authorised Architects.

According to news received from Yunnanfu, states Reuter, Mr. Weatherbe has escaped from the bandits. Troops have been despatched to search for him and escort him to Yunnanfu.

The wedding took place in Yokohama on August 11, of Mr. Robert E. McCann, of Shanghai, and Miss Flora Kerr of Los Angeles.

Sir Hugh Clifford, Governor of Nigeria, has arrived in England from West Africa and will remain at home until September. Sir Hugh married as his second wife Mrs. Henry de la Pasture, the wife of Peter's Mother, and other well-known novels.

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FIRST TYPEWRITERS.
FOUR HOURS TO TYPE 150 WORDS.

An interesting exhibition is now open at the Science Museum, South Kensington, showing the development of typewriters from 1829 to the present year. There is also a specimen copy of the first letter ever typed. It was typed by an American in New York in 1830. It is estimated that the first letter of not more than 150 words took over four hours to type. The early typewriters are heavy, cumbersome instruments usually made with a piano keyboard. One invented in 1865, is nearly 3ft. square, and could only take a sheet of paper 25in. by 4in., smaller than a postcard. One is shaped like a barrel. The first machine that could type quicker than one could write was not invented until 1866. Many of the early machines weigh more than 20lb., and can only type capital letters. Figures in the very early machines were unknown. There are 50 exhibits in all. So great is the demand for typewriters nowadays that they are being made at the rate of 75 per hour as compared with two a year 50 years ago.



THE BUDD BOW TIE
Easy to tie.
No superfluous material.
Smart appearance.
Stocked in Black silk and White Pique for evening dress wear, also Fancy silk in various colours for day wear.
Full instructions "how to tie" on request.

MACKINTOSH & CO. LTD.
Men's Wear Specialists.
Alexandra Building, Des Voeux Road.

Have you noticed how the cockroaches are increasing again? That is because you are not using
FLETCHER'S BEETLE VIRUS.
You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are
Tel. C. 345. FLETCHER & CO., LTD. Tel. C. 345. THE PHARMACY.

For Home and For Everybody

"WHITE MOUNTAIN" FREEZERS

OBTAINABLE AT
THE WING ON CO., LTD., HONGKONG.

GINS & LIQUEURS
FROM
ERVEN LUCAS BOLS.
CALOBECK, MACGREGOR & CO., LTD.,
15, Queen's Road Central. Tel. Central 75.

FOOK WENG & Co., Just Opened!
EXPORTER OF
Swatow Drawn-thread Work and Canton Embroidery in finest Quality of silk and linen.
Dealing in Ivory, Brass, Pewter, Cloisonne and Lacquer.
Mandarin Costumes and Shawls are our most popular stocks.
All goods Fresh and Moderate in price.
No. 43 Queen's Road Central, Hongkong.

ECONOMY IN COAL.
Fuchsen Lamp Coal stands for economy in Coal sales. All lamp Coals have a large percentage of dust which are PRACTICALLY WASTE. The dust in FUCHSEN Lamp Coals is also large as those as they are our own mines. Fuchsen lamp coal burns steadily and is therefore a desired ECONOMY.

HEUNG YIP & CO.
Coal Merchants & Contractors. 17, Queen's Road Central. Tel. Central 576. Cable address "Hindman".
Sole Agents for Fuchsen Coal.
We seek in our 20 forms 12 grades or other Fuchsen Coal.

MEE WAH KNITTING & DYEING CO.
General Knitter & Dyer.
Manufacturers of Woolen Hosiery, Jerseys, Sweaters & all kinds of Underwear.
No. 1-18, Causeway Bay. Telephone Central 1301.
Manager: --YKUNG FORWANG.

We are manufacturers of
Felt Hats, Straw Hats, Linen Hats, Topcoats, etc.



Manufactured in HONGKONG by the
NAM YUET HAT FACTORY
35-36, Shaukeung Road.

THE YUEK WO STORE.
HAYBOUR REPAIRERS.
Engineering & Building Contractors, General Repairs & Upholstering.
Office No. 28, Tung Ma Street, Phone Central 590.
Workshop, Causeway Road, Kowloon, Phone Kowloon 121.
Prop. T. T. LEUNG. Manager H. H. LUNG.

LAMMERT BROS.

**APPOINTMENT, APPRAISERS
AND SURVEYORS**
Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on
MONDAY, Aug. 20, 1923,
commencing at 5.15 p.m.
at their Sales Rooms, Duddell Street,
**An Old Collection of Postage
Stamps**
(Really being broken up)
Catalogues will be issued.
On view from Saturday, the 18th
August, 1923.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers,
Hongkong, August 15, 1923.

**PARTICULARS AND CONDITIONS
OF SALE**

of the
STEAMSHIP "CHERIKANG"
now lying at "Shun Shui Po"
to be sold by
Order of the Mortgagee
by
PUBLIC AUCTION
on
TUESDAY
the 21st day of August, 1923
at 3 o'clock p.m.
IN ONE LOT
by
Messrs. LAMMERT BROS., Auctioneers
At their Auction Rooms in Duddell St.

The Ship is of 985 2 tons gross and
635 4 nett tonnage. Her length is 190
feet or thereabouts, beam 33 feet or
thereabouts, draft 13 feet 9 inches or
thereabouts and horsepower 252.
For orders to view, apply to Messrs.
LAMMERT BROS., the Auctioneers.
For further particulars,
Apply to:
Messrs. JOHNSON, STOKES &
MASTER,
Princes Buildings
or to
Messrs. LAMMERT BROS.,
the Auctioneers,
Duddell Street,
Hongkong, August 11, 1923.

PROPERTY SALE POSTPONED.

Messrs. LAMMERT BROTHERS
have received instructions to postpone
indefinitely the Public Auction
(by order of the Mortgagee) of
**The Valuable Leasehold
Properties**
Situate at
Victoria, in the Colony of Hongkong
and known as:

Inland Lot No. 2,155 together with
No. 249, Des Voeux Road West
thereon; Section F of Inland Lot No.
99 together with 30, Hillier Street
thereon; Section C of Inland Lot 1,421
together with No. 20, Square Street
thereon; Sections A and I of Marine
Lot 239 together with No. 24, Belchors
Street thereon.
Hongkong, August 8, 1923.

**THE CHINA INDUSTRIAL
CO'S STORE.**

35 Wing Lok Street,
Opposite World Theatre

Stylish Ladies' & Gentlemen's Footwear



THE TIN YIN HONG CO.

Shoe Store
17 Pottinger St. Central,
7 Lower Lascar Road.
Every purchaser will be entitled to one of
our footbath and shoe cream gifts.

LEE KEE

ESTABLISHED 1896

**BATHS & BATH-ROOM
ACCESSORIES.**

Estimates furnished
free of charge.

Office: 21, Wellington St.

G. E. WARREN & CO., LTD.

**SANITARY ENGINEERS
AND ROOFERS**

Offices and Showrooms,
20, Wanchai Road Hongkong.
Tel. Central No. 200

Large stock of
BATHS and BATH ROOM
FURNITURE,
LAVATORY BASINS, FLUSH
CLOSETS,
COMMODORES, RIVETS, &c., &c.

OPEN & CLOSED STOVES, COOKING
RANGES, TILED GRATES.

AMERICAN & ITALIAN MARBLE
MEMORIALS—Also in polished
Hongkong Granite.
A large selection of Artificial
Wrathes.

Prices on Application.

JUST RECEIVED

a fine assortment of
CATHOLIC PRAYER BOOKS,

in
**ENGLISH, PORTUGUESE
AND SPANISH,**

from 50 cents to \$20 each.

GRACA & CO.,

Dealers in Religious Articles,
Philatelic Goods, Garden Seeds &c.
No. 10, Wyndham Street,
P. O. Box 627, Hongkong.

SHOEMAKERS.

(Japanese Hand Made)

Every kind of Footwear.
MADE TO ORDER.

**CHERRY & CO.**

6, D'AGUIAR STREET,
Opposite Kowloon & Co.
Telephone Central No. 491
Hongkong, March 30, 1914.

YEE SING.

**GENTLEMEN'S
TAILOR**

Tel. 1882 12, Wellington Street.

WING FAT CHEUNG

SPARROW CARDS (MA JONG)
FOR SALE. CARDS MADE OF
IVORY AND FISH BONE.
No. 278, Queen's Road Central
DEALERS
No. 38, Man Eam Street East.

ASAHI BEER

SOLE AGENTS
MITSEN BUSMAN RAHMA

"Beautifully cool and Sweet Smoking"

CAPSTAN

NAVY CUT

TOBACCO.



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

ODDS AND ENDS.**MAINLY SCISSORS LOOT.****Australian Oil Drill.**

An Australian well-drilling rig was shown in motion in the workshop of a Melbourne manufacturing firm, in March. This drill, which was designed and constructed in Melbourne, is the largest that has been made throughout in Australian conditions. One feature of it is its portability, for, in spite of its great size, it can easily be taken to pieces when it is desired to move it. The builders, who have drilled 3,000,000 ft. in Australia, will take the drill to Tasmania for the purpose of testing the field of the Mersey Valley Oil Coy. The drill, which is designed on the percussion system can put down a bore 6,000 ft. deep and 12 in. diameter.

Australian Cotton.

The Australian cotton crop this season will mean the distribution of over £1,000,000 amongst the farmers and workers of Queensland, in addition to an indirect impetus to various industrial activities. The farmers who are growing cotton number approximately 12,000, compared with 1,600 last year, and the acreage under the plant is expected to be 80,000 or 90,000. The cotton export of the Queensland Department of Agriculture reports that practically all the samples of new season's cotton are clean, fine and of good strength. It is claimed by the Cotton Association that the season has proved that cotton will develop and flourish where other crops will fail.

"Star Spangled Banner."

On the recent occasion of Flag Day and with the approach of the Fourth of July, some public speakers and writers have attempted to revive interest in the subject of Francis Scott Key's ballad, "The Star-Spangled Banner," and have mistakenly referred to it as our "national air." August E. Stetson writes in the *New York American*: Before voicing their sentiments in regard to the poem written by Key, they should have ascertained the fact that Congress has repeatedly refused to adopt this bombastic song as our national anthem despite the persistent efforts of those who desire to foster unity between Great Britain and America, and who are aware that Key's venomous hymn, which is permeated with poisonous hatred, "bombs bursting in air," and the horrors of carnage, is useful for their fell purpose. What could move those who defend Key's anthem, "The Star-Spangled Banner," to give expression to sentiments, at whose fulfilment, true Americans must revolt? What mental influence has effected this result? The mental animus which gave birth to this ballad, through Francis Scott Key, and which is struggling to sustain it, is entirely foreign to America and must return to its native soil.

The Chained Dog's Right?

Two things above all others the dog craves for (says the editor of the "Medical Press and Circular")—human companionship and liberty. Its love of liberty is shown by its ecstatic frolics when released from the chain. The enforced idleness of a chained-up dog begets boredom and often savagery. Sometimes the chain in kept short and the supply of water curtailed for the very purpose of making it savage; for the more savage it is the more it is prized as a watch dog. But the value of a watch dog does not lie in its savagery. Its value lies in its being able to give the alarm by barking when a stranger approaches. A dog which is kept on the chain is apt to bark continually from chronic irritation and boredom, and the value of his bark as a signal is correspondingly lessened. One cannot go through a village in England without having one's ear assailed by the exasperated bark of some chained-up dog. I understand that the owner of a dog kept on the chain is compelled by law to release it for an hour every day. If there be such a law it is certainly not complied with.

Soviet Russia On The Screen.

Most countries utilized the cinema for their purposes during the war, and are still utilizing it as a means of propaganda. Films on Russian life are now appearing, and have already been partly successful in breaking down the barriers of falsehood and misunderstanding of the life of the Russian people. A few films are already appearing in Germany, Holland, America, and Czechoslovakia, which have received comparatively little notice from the great newspapers of those countries but which nevertheless attracted much popular attention. These were made and handled by the International Worker's Relief. Chief among them are "Politushka," "Five Years of Soviet Russia," and "Soldier Ivan." Other films are at present in course of preparation, including "The New Russia" and "The Red Army," and will give a graphic insight into the development and the ordinary life of the peasants, factory workers, and army. The films already distributed have been shown in some of the biggest cinema shows in Germany and America, as well as in other countries.

Novel "Scene in Court."

Within the walls of the Palais de Justice there has been enacted a scene noteworthy even in the annals of the French law courts. Mr. Harry Pilcer, Mlle. Rahnia, and Mlle. Zulaika, against whom the Commissaire de Police has formulated charges of contravention of public decency on the stage, appeared with their counsel before the Juge d'Instruction, and in the course of the proceedings Mlle. Rahnia gave the court a demonstration of the scene, for when the lady, anxious to show that there is no ground for the Commissaire's allegations, flung off her fur coat it

was seen that she was arrayed in a simple yet adequate morning robe, and not in her stage attire. That, it was playfully suggested, was perhaps in her vanity bag. In graceful and rhythmic movement—though, unfortunately, the ravishing music of Debussy was missing—the actress explained the poetic symbolism of every point in the dance, and the enchanted court must have imagined itself assisting at the performance of a sylvan scene, fragrant with the atmosphere of pastoral naïveté. Not only was the court charmed, but Mlle. Rahnia came away with many warm expressions appreciative of the chivalrous courtesy extended to her. "Frightened?" she exclaimed indignantly to a questioner, "Why I never dreamt a law court was such a delightful place. And the Juge d'Instruction—what a perfectly charming man he is!" The report founded on the evidence of this hearing will be awaited with great public interest.

"That Fellow Doyle."

Sir Arthur Conan Doyle, who recently created a great sensation in New York by producing a remarkable spirit photograph showing faces floating above the Cenotaph in Whitehall during "the great silence," has incurred the displeasure of Mayor Hylan of that city. The mayor's criticism of "that fellow Doyle and his spiritualistic beliefs" has provoked a spirited rejoinder from Lady Conan Doyle. In the absence of her husband from New York, she declared that "the mayor would be wise to refrain from expressing an opinion on a subject of which he knows nothing, or he will be classified with the scoffers of the first railway and with those who laughed at the flying machine." Lady Doyle suggested that it would be better become the mayor, as representative of a great city, to learn to speak properly of an honoured citizen of a great country. She recommended that he should pay more attention to the condition of New York streets, which are dirtier than those of any city he had visited in 23 countries.

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G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansio

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

LONG HING & CO., PHOTO SUPPLIES,
Kodaks and Kodak Films, &c., &c.
DEVELOPING & PRINTING A SPECIALTY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS & CAFES.**LEADING FAR EASTERN HOTELS**

HONGKONG: Hongkong Hotel Peak Hotel
Repulse Bay Hotel
SHANGHAI: Astor House Hotel Palace Hotel
Grand Hotel Kales
PEKING: Grand Hotel des Wagon Lits

The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Lits, Ltd.

Tel. Cent. 812. **CARLTON HOTEL.** Tel. Add. "Carlton."
The Only American Hotel in the Colony.
Nice and quiet yet only a few minutes' walk from the Banks, and
Central Districts. 43 Bedrooms. Excellent Cuisine. Scrupulously clean.
Under American Management. A new Dining Room has been opened at
No. 2, Queen's Road (1st floor). Entrance from House St. Tidings a specialty.
For terms apply to Mrs. F. E. CAMERON, Proprietress.

PALACE HOTEL KOWLOON

Recently renovated and furnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone Kowloon 3. Telegraphic Add.: "PALACE."
J. H. O'NEILL, Proprietor.

THE KOWLOON HOTEL

HANKOW ROAD.

OPENING 1st SEPTEMBER.

First Class and most up-to-date Residential and Tourist Hotel.
Six Stories of commodious large and airy rooms with every modern
appliance. Elevator to every floor and to Roof Garden. Hot and cold
water, Electric lights, Fans and Bells throughout. Exceptionally well
ventilated Bar and Billiard Rooms. Moderate tariff and most excellent
cuisine supervised by experienced chef. Monthly and Family rates can
be arranged on most reasonable terms.
For terms apply to Mrs. J. J. BLAKE, Manageress.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Salon.

Splendid Views of City and Pearl River.

Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
ALL ELECTRICITY THROUGH FINE ENTRANCE, Electric
Lifts, Fans and Lights. Extensive
Baths and Sanitary Fittings. Hot and Cold
Water System throughout. Best of Food and
Service.
Tel. Cent. 174. Telegraphic Address: "VICTORIA."
J. WICKHAM, Manager.

THE NEW VICTORIA CAFE

THE HOUSE FOR GOOD EATS

Times and Dinners

(Menu and A La Carte)

at all hours.

Bakers and Confectioners.

Cakes made for parties etc.

Tel. Central 2667.

24, Des Voeux Road

Central.

ASTOR HOUSE HOTEL

Queen's Road Central.

NEW DINING ROOM opened for

Breakfast & Lunch.

Excellent Cuisine.

Monthly Tickets for Times & Dinners.

For further particulars apply to

THE MANAGER.

Hongkong, May 1, 1924.

JAPANESE MASSAGE

N. AKAI.

Graduate of Tokyo Massage School,
Nos. 9-10, Praya East, Wanchai.
Tel. Central 2630.

MASSAGE

K. SAKAI.

T. KANAMORI

18, Praya East, 2nd Floor.

MASSAGE.

Mrs. KONDA, Mrs. KISAKI and

R. SHIMIZU.

No. 24, Wyndham Street

(opposite to the China Mail)

'ANG YUK, Dancer

Residence at

the late HEN TING,

14, D'Aguiar Street.

TERMS VERY MODERATE

Commencing 1st Feb.

TELEPHONE 892 CENTRAL

There is nothing more
Refreshing
in your bath
than
WATSON'S
HOUSEHOLD
AMMONIA

in bottles 60 cents each.

Only from
A. S. WATSON & CO., LTD.
Hongkong Dispensary,
Telephone Central No. 16.

Wm **Powell** Ltd
Tel. Central 3871

We invite you to come and see our
very fine range of pleasing designs in

Lace Nets,
Spot Muslins,
Madras Muslins
at the right prices

LACE CURTAINS
at
very special prices.

BIRTH.

TURNER.—On August 12, 1923,
at Shanghai, to Mr. and Mrs. M.
Turner, a daughter.

MARRIAGES.

FRASER-TURNER.—On August
17, at Hongkong, John
Fraser, son of Mr. Thomas
Fraser of Leith, Scotland, to
Gladys Maude, daughter of
Mr. and Mrs. John Turner, of
Great Barr, Walsall, England.

CONINGS-HAAS.—On August
13, 1923, at Charleroi, Belgium,
Denis Conings, of Tongshan
K.M. Mines, to Malvina Haas,
youngest daughter of Mr. and
Mrs. A. Haas, of Shanghai.

DEATHS.

HYATT.—On August 8, 1923,
at Patkau, the wife of J. Hyatt,
Customs.

PETERSSON.—On August 14,
1923, at Shanghai, Henning
Augustus Petersson, late
Chinese Maritime Customs,
aged 48 years.

SCHLEE.—At Duxbury, Mass.,
U.S.A., Henry, the husband of
Madge Schlee.

The China Mail

HONGKONG, MONDAY, / AUG. 20, 1923.

TYPHOON LESSON.

Having come through the horrors
of the great war with their reason
still intact, people are not likely to
feel greatly moved over a typhoon.
This does not ignore the fact that
for most people out here the war
was very far away and the typhoon
very, very near. Simply it adum-
brates an old truth. Human nature
is still much what it has always
been. Great events, terrible events—
indeed, ghastly events can still
shock the race, but, for long.
Memory is proverbially short.
Shakespeare complained that men
only remember what is evil, the
good being often, too often, interred
with the bones. This may govern
small individual trials, possibly
because it is human to gossip—and
treasure and retail and enjoy little

really brothers is hardening their
hearts against men in another
trench beyond no-man's land who
are similarly having the scales
struck from their eyes. Thus does
the evil outweigh the good. And
this is where our typhoon comes in.
Suppose these two hostile trenches,
instead of being swept by each
other's fire, were now swept by a
common peril. Suppose these two
rival bands, one moment since fight-
ing to the death, suddenly found
themselves driven by the terrific
elements to seek common refuge.
Would they then grapple with each
other and fight with primeval
savagery and kill each other? One
likes to think not. One likes to
think not for the honour, if not for
the sanity, of the human race. And
that is why we regret that some
evils—Nature's great outbursts—are
so soon forgotten. Were the
eruptions and the floods and the
typhoons better remembered, per-
haps also the spirit of broad
humanity which they engender
would also survive longer, nay, per-
haps never to wane. Perhaps men would
then not so soon forget that they
are brothers, that even as before
the levelled death they are all
Nature's children before the great
common foe. Perhaps instead of
warring among themselves and
trying to cut each other's throats,
they would then unite against their
real enemies, for although they are
largely helpless when the wind
rages 130 miles an hour knocking
them down like nine-pins, they are
not helpless against nature, greed,
ignorance and disease. Surely if
men can rise above themselves and
reveal splendid new traits when
banded together for war, surely if
they can brave Nature's anger
together, even laying down their
lives for someone they had never
met before, perhaps for someone
they had actually disliked—surely
if they can become noble like this—
if we know they can—they might
even remember too their essential
brotherhood, treasure it and foster
it with infinite care and joy. Unless
Hongkong people see Saturday's
typhoon in this light it will have
meant nothing for them beyond an
exciting experience or an enforced
holiday. And it will have taken its
heavy toll and told its message in
vain.

Today's Poem.
(Where He Lies.)
"There's a grass-grown road from
the valley—
A winding road, and steep—
That leads to the quiet hill-top,
where lies your love asleep.
While mine is lying, God knows
where, a hundred fathoms
deep.
"I saw you kneel at a grave-side—
How still a grave can be.
Wrapt in the tender starlight, far
from the meaning sea!
But through all dreams and star-
light, the breakers call to me.
"Oh! steep is your way to
Silence—
But steeper the ways I roam,
For never a road can take me be-
yond the wind and foam,
And never a road can reach him
who lies so far from home."
—RUTH GUTHRIE HARDING.

THE PAYMASTER.

While Padre took his walk one day,
Upon our after deck;
Reminded him our 'old dog' Pay,
And soon around his neck:

Two lovely arms flung from behind,
The Chinese Flower Girl,
Mistook for Pay, the Padre kind,
And soon these words she hurled:

"Oh, Master Muster, velly bad Joss,
I kiss him Heaven Man!
Number-one-top-side-Christian God
Excuse me, one time can!"

JOHN KYOTO,

SHADOWS BEFORE.

Coming Events Advertised
In The Mail.

ENTERTAINMENTS.

August 20.—Coronet Theatre;
"Nanook of the North."
August 20.—Star Theatre;
"Hunting Big Game in Africa."
August 20.—World Theatre;
Bebe Daniels in "Nancy
Nowhere."

PUBLIC AUCTIONS.

August 20.—Lammert Bros., at
their Sales Rooms, an old collection
of Postage Stamps (really
being broken up), 5.15 p.m.
August 21.—Lammert Bros., at
their Sales Rooms, Duddell Street,
the s.s. "Cheking," now lying
at Shamshipo, 3 p.m.

MEETINGS.

August 20.—General meeting of
the Hongkong Philharmonic So-
ciety at St. John's Cathedral, 5.30
p.m.
August 21.—Marine Engineers'
Guild regular monthly meeting at
Guild Office, 5.15 p.m.
December 12.—Meeting of Un-
secured Creditors of the Hong-
kong Branch of the Banque
Industrielle de Chine, at the City
Hall, 3 p.m.

OUR POLICE.

"SOME SIX FOOTERS."

Writing privately to a member
of the China Mail staff, a well-
known resident of Kowloon, tem-
porarily absent, says—

"I so much have been written
concerning the police. I saw a
couple the other day walking
together and holding hands like
two fourteen year old flappers.
What Hongkong wants is some
six-footers from Shan Tung to
put some stiffening into that
total crowd."

TYPHOON.

LATEST DETAILS.

MACAO STRUCK.

MANY LIVES BELIEVED LOST.

STEAMER'S ORDEAL.

HOW THE BIG LINERS FARED.

Though probably it will be many days before the full tale of
destruction is told, it is now clear that, sad and serious as the results
of Saturday's typhoon have been, the Colony has cause to be
thankful that the havoc was not very much worse. Details gathered
during the week-end show that on land and sea the damage done was
fairly extensive though Hongkong, even an hour after the storm had
passed over, was far from being the spectacle of devastation one might
have expected from so terrific a gale.

The steamer which, driven to her doom before the gale, sank within
a stone's throw of the Praya, opposite the Central Market, and was
thought in the confusion of Saturday morning to be either the "Ming
Sang" or the "Jade" was, it is now painfully apparent, the Jardine
steamer "Loongsang." That was the typhoon's most poignant tragedy
though the burden of grief it caused has now been lessened by the
news of the miraculous escape of the Captain, the Chief Officer and
members of the Chinese crew.

COLONY'S ORDEAL.

Story of the Typhoon.

MANY LIVES LOST.

After the hoisting of the signals
on Friday and the pessimistic
forecast issued by Mr. Claxton,
Hongkong had more or less
resigned itself to another wet-
week-end and it was no great
surprise to find that the "Star"
ferry wharf was flying the red
flag on Saturday morning.
On the Kowloon side
people seemed unable to make
up their minds whether or not to
brave the obvious perils of a cross-
ing, with the contingent risk of
spending the day, and possibly the
night, on the wrong side of the
harbour. Some went home again
as soon as they saw Mr. Brown, of
the Ferry Company, chalk up a
notice to the effect that the typhoon
was within 30 miles of Waglan and
others hung on to watch curiously
the desperate struggles of one ferry
which took nearly half an hour to
come alongside the wharf. It
seemed to the onlookers that the
ferry service should have been
suspended long before the blue
flag was actually put up and that
the last ferry to make the trip
should never have been permitted
to leave. As a matter of fact, after
a perilous passage, it was managed
by the greatest good fortune to
make the naval chamber where its
scared passengers were landed.

The wind was increasing every
minute and when the black cross
went up and the bombs were fired
at 9.20 torrential rains had flooded
the streets. The harbour became
simply a grey mist through which
dim shapes could be faintly dis-
cerned and half an hour later it was
almost impossible to stand up in
any exposed spot without
being flung about by the
violent wind squalls which sent
trees, limbs, bits of matchboards,
sheets of corrugated iron, sign-
boards, hurtling through the air.
Two bedraggled pressmen who
literally fought their way up to the
observatory scarcely needed Mr.
Claxton to tell them that the wind
had reached typhoon force. The
windcup which registers the squall
force of the gale was whirling
round at a tremendous pace, whis-
tling merrily while as if it knew
it was beating world records and
wanted everybody to know about
it. To the imaginative mind it
sounded like the screech of some
maniacal storm spirit exulting over
the tragic happenings resulting
from its handiwork on the harbour
below.

Fearful enough was the predic-
ament of the steamers which rode
out the storm at buoys in the
harbour. Driven to her doom be-
fore the gale, the "Loongsang"
was swept from Kowloon Bay to
the spot off the Central Market
where to-day, an eloquent reminder
of the week-end ordeal, her red
funnel pokes up pathetically above
the harbour surface. The sinking
of a submarine off Statue Pier was
another sensational incident and
when the wreck had cleared
away it was seen that many other
ships, mostly small steamers and
river boats, had been driven
ashore. A great many acts of
heroism have been reported and
probably there are as many more
of which nothing is yet known,
perhaps never will be. The actual
loss of life on the harbour is not
computable yet but it must have
been considerable.

On shore the casualties were
fortunately few. The wind tore
down telephone wires and electric
light fittings and some Chinese
lamps were electrocuted. House col-
lapses also claimed several victims.
Most houses on the Peak suffered
damage and many are practically

Captain Jowitt was carried help-
lessly along in his waterlogged
boat. He heard a shout and picked
up his personal boy who was cling-
ing on to a plank. He also rescued
another Chinese member of the
crew and after considerable difficul-
ty made the land at Castle Peak. A
motor-car was procured and the
three survivors were brought into
Kowloon late at night, Captain
Jowitt going over to his room at
the King Edward Hotel. Naval
tugs sent out to look for survivors
picked up the dead body of the
third engineer, Mr. Malcolm Black.
A few of the bodies of the Chinese
crew were recovered with lifebelts
around them.

Through the heroic efforts of the
crew of the "Egremont Castle"
which was dragging her anchor
near Stonecutters the cook-boy of
the "Loongsang" was saved. It is
stated that several other Chinese
members of the crew have been
found but it is feared that more
than half of her complement of
Chinese numbering about fifty men
are not yet accounted for.

As described in Captain Jowitt's
story, the ship's officers were
gradually missed. The wife of Mr.
Barron, the second engineer, was
also on board and she is said to
have jumped overboard with her
husband at a very early stage of the
vessel's doom.

Captain's Experience.

Seen yesterday morning, in the
King Edward Hotel, Capt. Jowitt,
of the "Loongsang," gave a brief
account of his experience before the
sinking of the vessel. Information
was only asked on such points as
would be of assistance in organising
a search for possible survivors.
Captain Jowitt said that, as soon as
it was ascertained that the vessel
was adrift in Kowloon Bay, all the
crew, both Chinese and foreign,
were immediately paraded and fitted
with lifebelts. During the worst of
the storm he came into collision
with the stem of a steamer (un-
known), which cut him almost
amidships, thereby immediately
flooding Nos. 1 and 2 holds. The
extraordinary weather conditions,
and particularly the force of the
wind, made any effort to lower boats
impossible.

So far as his own experience
goes, he was washed off the vessel
as she sank, and, on coming to the
surface, was able to get hold of a
boat which had floated clear, and
eventually clambered on board. He
was driven in the direction of Green
Island, and picked up one Chinese,
who turned out to be his personal
boy. So far as can be ascertained,
the boat drifted through the passage
between Ma Wan and Chung Hui,
and Captain Jowitt eventually found
himself stranded on the mainland,
close to the Castle Peak Road,
whence he proceeded to Kowloon.
He is of opinion that any survivors
would undoubtedly drift in the same
direction as he did.

Asked when he last saw others on
board, Captain Jowitt replied that
Mr. Barron and his wife, both with
lifebelts, jumped into the water
just before the vessel sank. Mr.
Barron had thrown over a plank for
them to swim to, and when Captain
Jowitt last saw the swimmers they
were a few yards from the plank.

Mr. Stanley Smith, Third Officer,
was assisting Captain Jowitt to
throw over a large box which would
help in saving people, and while
they were doing this the Master was
washed overboard and saw no more
of the Third Officer.

As regards Mr. Wilson, the
Second Officer, Captain Jowitt says
that while in the boat, drifting away
from the "Loongsang," he saw the
Second Officer on the top of the
poop, which was then just awash.
Mr. McEwan, the Supernumerary
Third Officer, paraded when life-
buoys were fitted on, and that was
the last Captain Jowitt saw of him.

Asked as to the views of the
chances of the Chinese crew being
picked up, the Captain said that
every man had on a lifebelt. As
the ship went down forward, some
jumped from amidships while others
retreated aft and climbed up on the
poop, and, presumably, were wash-
ed off as the vessel foundered.

In reply to enquiries as to the
report of a raft having been sighted,
Captain Jowitt said he did not know
of any raft leaving the ship, but
possibly hatch covers and planks
were seen and might account for the
report of the raft.

Captain Jowitt added that just
before the ship foundered loud
noises were heard under deck, and
he formed the opinion that the
engine-room bulkhead must have
given way owing to the great strain.
Captain Jowitt, although shaken
and bruised, will be able to get
about after a few days' rest.

Loongsang's Complement.

The Loongsang was commanded
by Capt. P. Jowitt. With him on the
vessel were the following officers:
Chief Officer—J. S. Mason.
Second Officer—D. R. Wilson.
Third Officer—A. R. D. Stanley
Smith.
Second Engineer—J. B. Barron.
Third Engineer—Malcolm Black.
Supernumerary, McGowan.
There was no chief engineer on
board, Mr. Brown, who held that
post, having been transferred to
the s.s. "Ho Sang" only a few days
before.

(Continued on page 5.)

TYPHOON.

(Continued from page 1.)

The funeral of the late Mr. McColm Black, the "Loong Sang's" third engineer, is to take place this afternoon passing the monument at 5.30 p.m.

The Loong-sang is a vessel of 1738 tons gross, 1543 tons net. She was previously named the Ebani and was built in 1896 at West Hartlepool, and registered in London. The Loong-sang has been on the Manila run practically the whole time she has been in Far Eastern waters.

Sad Task.

SEARCHING FOR THE DEAD.

The "Loong-sang's" boatswain together with a fireman and a steward belonging to the crew were picked up at Ma Wan Island, Capatium. No more bodies have been recovered. Mr. R. Sutherland informed a China Mail reporter who inquired at Jardines to-day, but about twenty Chinese who say they belong to the "Loong-sang's" crew have reported themselves. They may not all, of course, have been on the ship when she foundered. Mr. Sutherland added that the report that the body of Mr. Barion had been recovered had not been confirmed.

Marked Heroism.

BRAVE SUBMARINE MEN.

In connection with the sinking of H.M. Submarine L3, an act of heroism worthy of the best traditions of the senior service was reported. Being on reserve the L3 only carried a few men and when it was known that she would sink as she had been repeatedly bumped against the Naval Cribber after breaking loose from her moorings, Lieut. Dickson, R.N., ordered his men to jump ashore. After this had been done, Lieut. Dickson jumped on board to take a hawser to connect the vessel with the shore. The typhoon was at its height then and after a long struggle, Lieut. Dickson was thrown clear. As the submarine sank he made for a neighbouring buoy. Able Seaman Thomas, of H.M.S. "Taurus," went on board the "Ginjo Maru" which was tied by its stern to the Naval Cribber with its bow not far from the buoy. Thomas jumped into the raging sea with a life-line and succeeded in reaching the submarine after which they were pulled on to the Japanese ship accompanied by divers from the "Ginjo Maru."

Liners in the Typhoon.

EMPEROR CAPTAIN INTERVIEWED.

Captain S. Robinson, R.N.R., commander of the C.P.O.S. Co.'s s.s. "Empress of Australia," in an interview with a China Mail representative this morning, described Saturday's typhoon, while it lasted, as the severest he had ever experienced. Captain Robinson, it will be remembered, was in Hongkong during the 1906 typhoon. Capt. Robinson when asked to relate his experiences of Saturday, said: "We were moored at buoy A37 but had steamed up, but never had to use it. We only paid out about 25 fathoms of cable on the buoy. The starboard anchor was let go before the typhoon struck us, and we paid out 30 fathoms. I dare not pay out any more cable for fear of fouling the buoys to leeward. During the worst part of the typhoon we laid with the wind well on the bow. The very strong current, running through the harbour, apparently kept the ship from altogether swinging to the wind. This kept a steady strain on the cable but prevented any excessive jerking. We came out of it with practically no damage, which is remarkable under the circumstances. The "Empress of Australia" is probably the biggest ship that has ever ridden out a typhoon in Hongkong and when one bears in mind the immense surface area presented to this wind, our escape from serious damage is astonishing."

A Comparison.

"Saturday's typhoon was evidently a small one and passed over here very quickly. I was here during the typhoon of 1906, but the wind on Saturday was the highest I have ever experienced. It did not, however, appear to keep up the high velocity of the one in 1906. On this occasion the wind was more squally. In 1906, it was one continuous pressure of wind and there no squalls as on Saturday."

Tribute to French.

When Capt. Robinson was told that some people on shore had thought that both the "Empress of Australia" and the "André Lebon" had broken apart, he stated that the "Empress" liner had never been drifted. With regard to the French

steamer, Capt. Russell said: "When we first noticed that the cables holding the 'André Lebon' had parted, she had both anchors down and she was using her engines to hold her position. It looked for a time that she would drift alongside us, but as a matter of fact at no time was she within 300 feet of us; her stern never came level with our bow. The manner in which the French steamer was handled is deserving of the highest praise. After the cable parted, any lack of judgment might have caused the vessel to drift broadside on to the wind, with disastrous results. The engines were kept going just sufficiently to hold the vessel while the anchors were heaved up and it was a fine example of seamanship under the conditions that obtained. The French vessel rode out the worst part of the typhoon, her cables holding until the worst was over."

Captain's Resource.

RIVER STEAMER'S NARROW ESCAPE.

How a small steamer, "a little bit of a ship with no power and only some 6½ knots," braved Saturday's typhoon was related to a China Mail man to-day. The vessel is the "Wo Fu," which trades between Hongkong and Canton. Her plucky fight against the elements is best told in the words of her master, Captain Lawrence, whose modest, direct account does not, however, conceal the fact that all on board owe their lives to his quick decision and ready resource. "This is the worst typhoon that I have ever known in Hongkong," said Captain Lawrence, "and I have had thirty-five years' experience." The lowest reading of Captain Lawrence's barometer was 28.80.

"I was lying at Cheungshawan with both anchors down, said Captain Lawrence. "The wind was east by south and the vessel held well until the biggest squall came. Then she parted the port cable at fifteen fathoms. I lost the anchor and chain. She next started to drag the smaller starboard anchor along with her and began to drift over towards Stonecutters Island. I did not like Stonecutters because it has foul ground, and I knew that I could not save her if she went there on a weather shore. So I put the engines to full speed and the helm to hard to starboard. She dragged the anchor along with her all the way until I hit the corner of the Standard Oil Company's wharf at Lai Chi-kok. Of course the crew then deserted, everyone jumping for the shore. Then Mr. Kitley, of the Standard Oil Company's Construction Department, came down to the wharf with two other Americans. I got the No. 1 coiler, the No. 1 pilot, the No. 1 coiler, and a few others and got ropes fast to the shore. Meanwhile the ship was yawning on the corner of the pier. Finally I got her alongside and lay there until the weather calmed down. She is now at the Ping On Godown Wharf discharging cargo."

Captain Lawrence added that his boat was badly chawed and it would take about a fortnight to repair her. He said he firmly believed that she would not have suffered any damage at all if the ground tackle had been heavy enough. This was true, he affirmed, of other river steamers also. Rising like towers out of the water, they were greatly exposed to the fullest force of the wind. Narrating his personal experiences, Captain Lawrence said that when the typhoon came and his ship began to drag he had to decide between going to Stonecutters or Lai Chi-kok. He chose the latter because he felt that everyone on board would have been drowned if the vessel had gone ashore on the Stonecutters rocks. Blinding rain and spray were coming down, heavy doors were being smashed in like paper. He himself was knocked down and blown along the deck. However, not a soul came to serious hurt, though they were all ready with their life belts should the worst happen.

Asked if he expected the typhoon, Captain Lawrence replied, "Yes—on the fourteenth." He had traced it all the way from Guam and had calculated that it would reach Hongkong, travelling at the rate of 220 miles a day, about nine o'clock on Saturday morning. On Friday afternoon, I asked the Customs Office in Canton if they had received any telegram from Hongkong, but they had heard nothing. Had I known that the signals had gone up in Hongkong, I would not have left Canton. It was a great neglect on someone's part that the news was not sent to the Canton Customs officials."

Macao, Hard Hit.

HEAVY LOSS OF LIFE.

Macao appears to have suffered even worse than Hongkong from Saturday's typhoon. Passengers arriving from there to-day state that the typhoon struck the town about noon on Saturday and the wind continued with tremendous force until noon yesterday. The loss of life, it

is feared, is very heavy. From the decks of the "Sui An" to-day many dead bodies could be seen floating on the water.

The s.s. "Sui An."

Mr. J. P. Gibson, Chief Officer of the "Sui An," which arrived from Macao, soon after noon, to-day, seen by a China Mail reporter said:—

"At 9.13 a.m. on Saturday, we cast off from the wharf and made fast to the buoy, there being every indication of a stiff blow. At 9.40 we had made 'all fast' to the buoy. At 10.21 the typhoon guns were fired. At noon a junk fouled the buoy and the ship parted from the buoy. We dropped anchor and swung to the wind. The typhoon struck us with full force."

"We hoisted up anchor at 2.30 p.m. on Sunday and proceeded alongside the wharf. The lowest barograph reading on Saturday was 28.16 with a south-westerly wind about noon. The vessel suffered a certain amount of minor damage."

Damage On Shore.

"The damage on shore was very serious, very few houses escaped. Many houses collapsed and junks and sampans were capsized, with heavy loss of life. Three dredgers belonging to the Netherlands Harbour Works Company looked from their moorings, the 'Hollander' dragging her anchor and grounding off Chinese wharf. Many junks were sunk off Barra Point, the spots now being marked by green buoys; other vessels were sunk in the channel. All the masts erected for the fleet of the 'Seven Maidens' were demolished. We picked up a derelict junk, flying signals of distress off Halfway Point (Lantau), and towed it in as far as the Fairway Buoy. The junk was 1852 H.V. and had a crew of 20 on board, who said they had had no food for two days."

A Unique Curve.

"The barograph on Saturday," continued Mr. Gibson, "registered the most remarkable curve I have ever seen. The reading was at 5.30 a.m. 29.60; at 6 a.m. 29.50; at noon 28.50." The typhoon ceased on Sunday noon.

Some of the Losses.

A member of the staff of Messrs. Thomas Cook & Son, who was in Macao on Saturday, states that 78 junks were wrecked on Saturday morning. He estimates that 1,000 people were drowned and that as the result of 30 houses comprising 27 persons were injured and five killed.

Canton and Macao Boats.

"SUI AN" BADLY BUFFETED.

The Hongkong, Canton, and Macao Steamboat Co.'s s.s. "Kinshan" (Capt. Crispin) which left here for Canton on Saturday night had an uneventful trip up to Canton except for a squall at 4.30 a.m. on Saturday. Throughout Saturday the weather was wet and squally until 3.30 p.m., when a fairly stiff breeze arose. No news of the disaster in Hongkong had reached Canton when the "Kinshan" left at 5 p.m. A strong wind was blowing most of the way down the river and heavy rain was experienced. At one time it was feared that the vessel would have to take shelter for the night at Castle Peak, but as the sea was calm and the wind dropped after 9 p.m., the captain decided to keep on. At 10.43 p.m. the "Kinshan" passed the "Kinshan" on the journey to Canton. A message was shouted from the bridge of the "Kinshan" to the effect that the "Kinshan" was to berth to the East of the Wharf and "look out for the buoy." The "Kinshan" was off the Steamboat Wharf at 11.15 p.m., but it was 40 minutes later before the "Kinshan" was tied up at her Wharf. The delay was stated to be due to the fact that no one was present on the wharf to give the captain of the "Kinshan" any instructions to throw light on the message shouted from the "Hongshan."

The s.s. "Hongshan."

The s.s. "Hongshan" left Canton at 8 a.m. on Saturday morning and proceeded by the back reach. The barometer was falling rapidly and the weather became so threatening that at 12.21 the Captain decided to turn back and anchor behind Tiger Island. When the weather cleared, the journey was resumed and Hongkong was reached at 8.35 a.m. At 10 p.m. the vessel left for Canton, passing the "Kinshan" at 10.43 as stated.

The s.s. "Honam."

The s.s. "Honam" left Hongkong at 7.30 a.m. on Saturday for Canton, but was forced to seek shelter at Stonecutters, where she remained until 5 p.m. The vessel resumed her voyage at 5 p.m., passing the "Kinshan" at 8.41 p.m.

The s.s. "Sui An."

The s.s. "Sui An" went to the anchorage at Stonecutters on Friday night and no boat has left there for Macao since that morning. The "Sui An" was badly buffeted during Saturday's storm, her upper works being carried away. The vessel is going into dock and repairs are expected to take a week. No vessel left for Macao this morning.

Both the Steamboat's wharves are badly damaged. The Canton Wharf was hit by a lighter and the office was demolished.

Among Native Craft.

ANXIETY ABOUT FISHING FLEET'S FATE.

Lying snug in the typhoon shelters the native craft seem to have weathered the storm fairly successfully. At Yau-mat, 8 medium-sized junks were wrecked and four driven ashore. Two have since been refloated.

At Shaikwan 150 boats were more or less damaged and 10 were driven ashore and at Aberdeen about 50 boats that were in the creek were damaged. The wind and tide carried three or four sampans up on to the tramlines at Causeway Bay.

A boy was drowned but otherwise no casualties amongst the boatpeople themselves have so far been reported.

A fishing fleet of over 100 trawlers from Shaikwan and Aberdeen was out at sea during the typhoon and nothing has been heard of them. It is thought they may have put in either at Cheung-chau or Macao.

Tidal Wave.

SHATIN LIVES LOST.

Near the water-front at Shatin, a gardener's masted collapsed. His wife, daughter, two sons and one daughter-in-law, rushed out of the falling building only to be caught in a tidal wave. They were all drowned. The gardener and another son were the only ones to escape.

Ships Ashore.

TWENTY STRANDED.

During the typhoon not less than twenty ships were ashore, the biggest being the B. & S. "Chekiang" (Stonecutters); the Indo-China "Chakking" (North Point); the T. K. "Ginjo Maru" (Naval Yard); the Norwegian "Haldis" (Kennedy Town); the Admiralty oiler "Kharki" (Army Ordinance Pier); the American "Lake Farrar" (North Point); the American "Lake Onawa" (North Point); the Haiphong "Reims" (Stonecutters); the Japanese "Sakino Maru" (Statue Square Pier); the Chinese river steamer "Cerf" (Chung Hue) "Han Cheong" (North Point); "Sun On" (Stonecutters, "Sai Chau" (Cheung Hae), and Wa-Sun (Stonecutters). These ships were only slightly damaged but others which suffered badly were the Canton river steamer "Kwangsi" (Stonecutters), the river steamer "Tai Lee" (near Kowloon Dock), and the "Wing Shing" which lost its funnel.

Of the ships which were driven ashore the river steamer "Tai Lee" came in for a very bad time before her fate was sealed. She new lies close to the rocky headland at Kowloon Dock Point with several holes in her bottom, listed and half full of water, the masts broken and the fittings all in a tangle. She was lying with both anchors out in Hangchow Bay till the ship was driven about. After the anchors had fouled one another the ship became adrift until she struck the bottom and made water quickly.

Attempts were made to swim a line ashore but without success. Europeans from the Dock Co. bravely swam out with a line and succeeded in getting a cable rigged up. Most of the crew left but the officers remained on board till the storm was over.

Heavy Damage.

MANY LIVES LOST.

Both on the island and the mainland, considerable damage was wrought and many lives lost. It is doubtful if the total loss of life will ever be ascertained as some of the Chinese may not make reports.

Damage was severe on most parts of the Peak practically not one house coming off scatheless from the storm. It is impossible to give a detailed list of the houses damaged but there were many cases of roofs being carried away and walls torn down. Some residents were rendered homeless and had to look for shelter as best they could.

In towns the more exposed houses all suffered damage, hundreds of cases being reported of masonry

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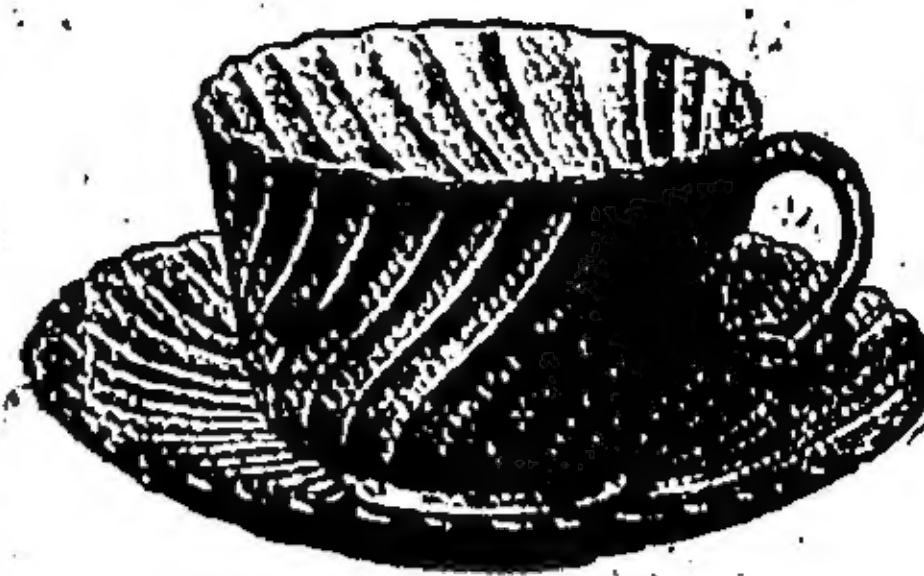
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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
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Further information may be obtained at the Company's Office, 4, Des Voeux Road Central, Messrs. T. S. Cook & Son, or the American Express Company Hongkong.

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S.S. "BOWEN CASLEY"Sailing on or about 12th Sept.

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TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS.
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VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

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VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "TRIESTE"Sailing on or about 2nd Sept.

S.S. "ROSANDRA"Sailing on or about 2nd Sept.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

LONDON MARUSunday, 16th Sept.

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CHICAGO MARUTuesday, 18th Sept.

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SUMATRA MARUMonday, 19th Aug.

ALGERIA MARUTuesday, 4th Sept.

ALGERIA MARUWednesday, 12th Sept.

BANGKOK VIA SAIGON & SINGAPORE & SWA—Regular Monthly PASSENGER SERVICE.

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VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports taking cargo to OYERLAND PORTS U.S.A. Canada. Passenger service.

HAWAII MARUFriday, 31st August

NEW YORK VIA PANAMA.

ATLAS MARUBeginning September.

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AMAZON MARUFriday, 21st Sept.

KEELUNG VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

AMAKUSA MARUWednesday, 22nd Aug. Noon

TAKAO VIA SWATOW AND AMOY.

SORHU MARUThursday, 23rd Aug.

TAKAO and KEELUNG.

TOYEN MARUMonday, 3rd September

For sailing dates and further particulars please apply to

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S.S. "CITY OF BOSTON"via Suez Canal24th Aug.

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Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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SWATOW, AMOY & FOOCHEW.

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PASSAGE RATES TO LONDON.

"A" Class Steamers 1st Class £28. 2nd Class £22. —

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FROM HONGKONG BY DIRECT ROUTE.

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SEMI SOFT COLLARS

Will not wilt, crease, curl or fray. Appears stiff, is soft, launders without starch.

Obtainable from:

TAK CHEONG,
50, Queen's Road Central.

ALL-NIGHT RIOT.

100 CASUALTIES.

As a result of a night of rioting, following a rumour that negotiations had broken down in a local colliery dispute, Whitehaven, Cumberland, looked like a town that had been bombarded. Casualties, which include police, exceeded a hundred and shops were looted and damaged.

The dispute at the Whitehaven Company's colliery, which affects 2,500 men, has lasted for seven weeks, and was the subject of a long conference, seeking a settlement.

The scenes enacted in Whitehaven streets and through the early hours of the morning are unprecedented.

Following the colliery dispute conference a big crowd gathered near the colliery company's offices which were guarded by a police cordon. As darkness fell there was an ominous charge, and it is said some of the police were roughly used. The force was strengthened and two or three baton charges were made.

POLICE USE STONES.

Then the rougher sections joined forces and made an organised attack on the police. In side streets youths dug up cobble stones and supplied this ammunition to the men.

In a pitched battle the police were compelled to retaliate both with stones and batons. For some time the rioters appeared to be getting the upper hand. One constable, P. C. Hingsworth, had a leg broken through being struck by what was described as a boulder. Fifty men had to be attended to by a doctor and nurse in the police office while stones and bricks were crashing through the windows into the room.

Bleeding heads were numerous among the rioters, and now and again unconscious men were removed from the scene by their friends. When day broke the streets were practically cleared, but on all sides was damaged and disfigured property. The whole of the police station, including the superintendent's private house, resembled a shell-riddled building in a battle area. Every window had been smashed.

The county court offices opposite were badly damaged, and lower down the street was the wrecked house of one of the pit managers. A raid was made on the fire station, which adjoins the police station. Petrol was poured on doors and set alight, but a number of policemen put the flames out after removing the fire engine. They did so under a fusillade of stones.

SHOP WINDOWS LOOTED.

Between two and three o'clock in the morning gangs of men started on an expedition of looting and destruction in some of the principal business streets. Battering in the windows of shops, they helped themselves to the contents. A boot dealer lost many pairs of boots and shoes, tobacconists' windows were cleared of stock, confectioners lost many boxes of chocolates, and one jeweller was robbed of £200 worth of goods.

It is estimated that well over 60, probably nearly 100, persons received injuries in addition to the policemen.

Police reinforcements have been arriving all day, from Lancashire, Yorkshire, Northumberland, and Durham.

At noon the mayor issued a proclamation calling on all law-abiding citizens to remain indoors at night.

TYPHOON.

(Continued from page 6.)

In the Territories.

The Kowloon-Canton Railway is blocked at the 10½ mile-stone through earth being washed down. At Pai Yau village near Shatin, the Canadian Missionary Society's summer camp was blown down and almost completely demolished.

The catchwater and the police station being built at Shatin were both badly knocked about and partially wrecked.

The Taiipo (Main) Road from the railway crossing at the bridge to Taiipo Market is blocked and even pedestrians cannot use the road, the debris being so profusely littered about. One house in Taiipo new market and one in the old market, collapsed but no fatalities were reported. The Taiipo police station also suffered.

Traffic Paralyzed.

One result of the typhoon was to paralyse the Colony's entire transport service for several hours. The ferry service and the trams, both city and Peak, were unable to resume until the afternoon. Several trams were badly damaged and eight motorbuses were overturned in Kowloon.

Ferry Launch Sinks.

A report reached the Harbour Office this morning that the Shekki ferry launch "Heng Tung" had sunk off Ki O near Lingling while towing a passenger junk. No lives were lost and it is thought that it will be possible to raise the launch.

Lighthouses O. K.

Telegraphic communication with Gap Rock has been interrupted since 10 a.m. on Saturday but a wireless message has been received to the effect that the typhoon damage there was only slight. At the Green Island station too the damage is immaterial and everything seems to be all right at Waglan.

Rainfall Average Beaten.

To-day's weather report records that the total rainfall recorded since January is 61.79 inches. The average for this period is 61.52 inches.

Peak Havoc.

ROOFS OFF HOUSES.

Naturally the Peak got the full force of the typhoon and extensive damage was done. Most of the houses had their roofs damaged, some very badly through tiles being blown away. Few homes escaped with all their windows intact. The Peak Hotel's windward side suffered especially. Trees and railings were blown down, likewise electric light and telephone wires. All matcheds were destroyed.

"No So Bad."

HOW TELEPHONE LINES FARED.

"Not as badly" as might have expected" was the reply given when a *China Mail* man inquired how the Telephone Company's lines had fared. At Shaukiwan poles were down and lying across the road and parts of Kowloon were in a pretty bad state. There are two cables across the harbour but only one was pulled out so that communication with the mainland was kept up right through. It is anticipated that telephone service will be working satisfactorily again in the course of two or three days.

The Government lines seem to have come off worse than those controlled by the Company. The cable across the harbour is still out of action.

Portents?

MORE TYPHOONS ABOUT.

There are more typhoons about. Warnings issued this morning by the Manila Observatory through the local American Consulate General stated:—

9.30 a.m.
(1) Warning low-pressure area extending from the China Sea to the Pacific across northern Luzon and the Balingan Channel. A real typhoon may develop later.

(2) Cyclone or typhoon near or over the northern Ladrones or Mariana Islands moving ENE.

11.15 a.m. Typhoon in about 119 deg. long. E. 19 deg. Lat. N. direction unknown.

Cheung Chau Ordeal.

TWENTY PEOPLE PERISH.

An inventory of the damage at Cheung Chau (Dumb-bell Island) has been taken and it has been found that over twenty Chinese members of junks and sampans have perished although no bodies had been recovered up till Sunday afternoon.

Two large and about thirty small fishing junks perished as they were driven from their anchorage in the bay.

In the European residents' section, nearly every house suffered damage. No. 3A suffered the

greatest damage while the cross wall of No. 4 is reported to have collapsed. The flagstaff of the police station which has withstood the onslaughts of many typhoons was blown away while a part of the station was badly damaged. In the Chinese township, all the covers of the shop fronts were ripped away. One Chinese house (unoccupied) totally collapsed. All wharves and the reclamation works were more or less damaged and the electric wires were severed in many places.

Typhoon Confusion.

WHEN THE "LOONGSANG" WENT DOWN.

Saturday morning, with its swift disaster and sudden death, will live long in the Colony's memory. Naturally the task of securing full details while the typhoon was still raging proved excessively hard. Rain and spray made it difficult, if not impossible, always to obtain facts first hand. This confusion led to one distressing report which everyone must regret. A *China Mail* man on the Praya had seen a vessel drifting quickly down the harbour and had watched it for about half an hour before it sank. The Chinese characters on the vessel's side could not be seen, being either under water or obscured by the blinding rain. Judging from the red funnel that it was an Indo-China steamer, he at once got in touch with Messrs. Jardine, Matheson and Co., who confessed, however, that the same difficulties which faced our reporter prevented them from identifying the foundered ship. They could not even say if she was one of their own. Asked if the vessel was the "Loongsang" they were understood to say that she could not be the "Loongsang" as the words used were not there, and the suggestion was made that it might be the "Jada" which bore a close resemblance to the smaller "Sang" boats.

Other versions also stated that the vessel was the "Jada" and yet further reports, equally definite, that she was the "Mingsang." As it was impossible to examine the vessel herself until the strong wind and the heavy sea had subsided, and Messrs. Jardine, Matheson & Co., said when our editor was going to press that they would still be unable to make any definite statement for some hours, owing to the confusion resulting from the typhoon, we gave both reports, taking care to make it clear that the name was still very much in doubt.



HEART PAIN'S CAUSE

Is Most Often Anemia.

Cure It By Building Up Your Blood.

Many women who have this blood, and whose nerves are unsteady, complain of a sensation around the heart which they describe as 'stifling.' It is an alarming symptom of anemia, or thin blood, which disappears when the blood is built up and the anemia overcomes.

The first place where anemia or thin blood shows is in the lips and gums, which become blanched and in the membranes that line the eyelids. You may be naturally pale and still be healthy, but when these membranes are pale and bright red colour your blood is deficient in quality or quantity.

Thin blood is a danger; it invites disease, because it is too weak to fight the disease germs that are continually trying to invade the system. To build up the blood there is one remedy that has been a household word for a generation. Dr. Williams' Pink Pills for Pale People. They tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and lips, and drive away that unnatural tired feeling.

Tens of thousands of weak women, and men too, have regained health and strength by the use of

DR. WILLIAMS' PINK PILLS during the past thirty years. You can begin your own cure without delay, for the world-famous Pills are obtainable from medicine vendors everywhere, also direct and post free, a bottle for \$1.50, six for \$8.00, from the Dr. Williams' Medicine Co., 60 Kingston Road, Shanghai.

Are You Going on a Journey?

Cholera, dysentery, and diarrhoea should be packed in your hand luggage when going on a journey. A change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

CORNER IN COPPER.

"DEPLORABLE STATE OF AFFAIRS."

In Hongkong contemporaries we read that there is so great a shortage of copper coins in the Colony that on August 9 the exchange was 88 cents to a dollar, says the *N.C.D. News*. Wild rumours were in circulation, the *China Mail* for instance quoting a statement that the Chinese were smuggling the copper out of the Colony so that they might melt it up for the manufacture of ammunition. The Colonial Treasurer described this as "bunkum," for surely the Chinese would start on their own copper coinage first, and he suggested a combine on the part of money-changers to bring about the present situation. The position is highly instructive for us here in Shanghai who labour under so great a depreciation that yesterday the rate for local coppers was 178 to the dollar. Yet our position seems to suggest that, in spite of all regulations against export of currency, Hongkong is suffering from nothing more than the normal operation of economic laws. Inquiry into Chinese sources brings forth the information that 100 Hongkong copper cents are in intrinsic value probably the equal of 200 Chinese cents in their present depreciated condition, and reckoning the Hongkong and Chinese dollar as equal in value for all practical purposes, profit according to those who can smuggle Hongkong cents out of the Colony and trade them as copper against Chinese cents. There is no need to trouble about ammunition, for these coppers have only to be sent to the mint and be melted down into Chinese currency to make it a profitable concern. So say the Chinese here, and they ought to know. And if their views are correct, the present specimens of Chinese coppers will not have reached their correct value until they stand at 200 to the dollar. Truly a deplorable state of affairs.

AVIATION BOOM.

SIR SEFTON BRANCKER'S PROPHECY.

At their final general-meeting the 500 delegates of the International Air Congress at the Institution of Civil Engineers, Great George-street, S.W., passed resolutions framed by the various groups. The most important are: That Governments should now be asked to unite in subsidising long-distance trans-continental air services.

That the International Air Traffic Association should ascertain from the postal authorities of European Governments the aeroplane timetable which would be most suitable for the carriage of mails, and communicate the information to air transport companies.

That the advisability should now be considered of setting up a permanent international commission for the standardisation of aircraft materials and parts.

It was stated in another resolution that from the medical information now accumulated there is no evidence that air pilots deteriorate more rapidly than men engaged in other occupations, but that they maintain a condition above the normal for their age.

Sir Samuel Hoare, Secretary for Air, emphasised the importance of standardising aeroplane materials in view of the development of international air communication. Airships were of particular interest to the British Government because of a proposed airship route to India and the Far East. Air mails also were of great actual interest to the Government.

A farewell banquet was held at the Hotel Victoria, Northumberland-avenue, W.C., when M. P. E. Fländin, president of the French Aéro Club, said that the proposed increases in the British Air Force, announced recently by our Prime Minister, were tangible evidence that every British subject now realised the vital importance of flying as means of national security.

The Duke of Sutherland, Under-Secretary for Air, said he hoped it would be possible to make international agreements in connection with air armaments which would allow expenditure on commercial airways of money which would otherwise have to be devoted to military air fleets.

Major-General Sir Sefton Brancker, Director of Civil Aviation, prophesied a big stride forward in aviation soon which would restore blood to the "pallid corpses" of recently starved British aircraft manufacturers.

SCOUTING.

ITS FASCINATION.

It is an undisputed fact that Scouting makes a universal appeal to boys the world over. Wherever there are boys, there it is almost true to say, will Scouts be found: from San Francisco westward to Yokohama, from snowy north to sunny south, in every clime and amongst nations of the most diverse characteristics, ranging from the sober Mongol to the excitable Latin and from the impetuous Scandinavian to the impulsive son of the South—everywhere this wonderful movement has taken root, and in a few short years has swept onward with the resistless momentum of a mountain torrent or of a prairie fire. One of its most significant features is its utter spontaneity; it is no cut and dried system imposed upon unresisting and helpless youth by the stern hand of authority, but rather a free and natural growth springing from the gentle pruning and weeding that its cultivators give; in short, the movement runs itself; the driving energy is supplied by the boys themselves, while the seniors provide such guidance and control as they find necessary.

Wherein lies the secret of this great and startling success? What is it in Scouting which makes such an appeal to the boy? It is obvious that this appeal must be something fundamental in nature; something in scouting must touch some of our primary instincts, it must dig down beneath the surface and penetrate to the innermost recesses of the human heart, it must awaken a response from those deep-seated universal characteristics, which preclude Man's essential Brotherhood despite diversity of race and colour.

"Scratch a boy and you find a savage." Modern investigation has shown that the boy is the counterpart of primitive man. In the early years of life, the human organism runs rapidly through those stages which marked the upward progress of primitive man. Hence, the young boy is in close relation with the animals; and like the animals he has an almost inexhaustible fund of energy demanding an outlet. Scouting provides exactly the outlet that the boyish nature craves. It appeals to the savage in him by training him in the arts of tracking and stalking—arts which were a prime necessity to primitive man if he would live, and are dear to the heart of his modern counterpart, the boy.

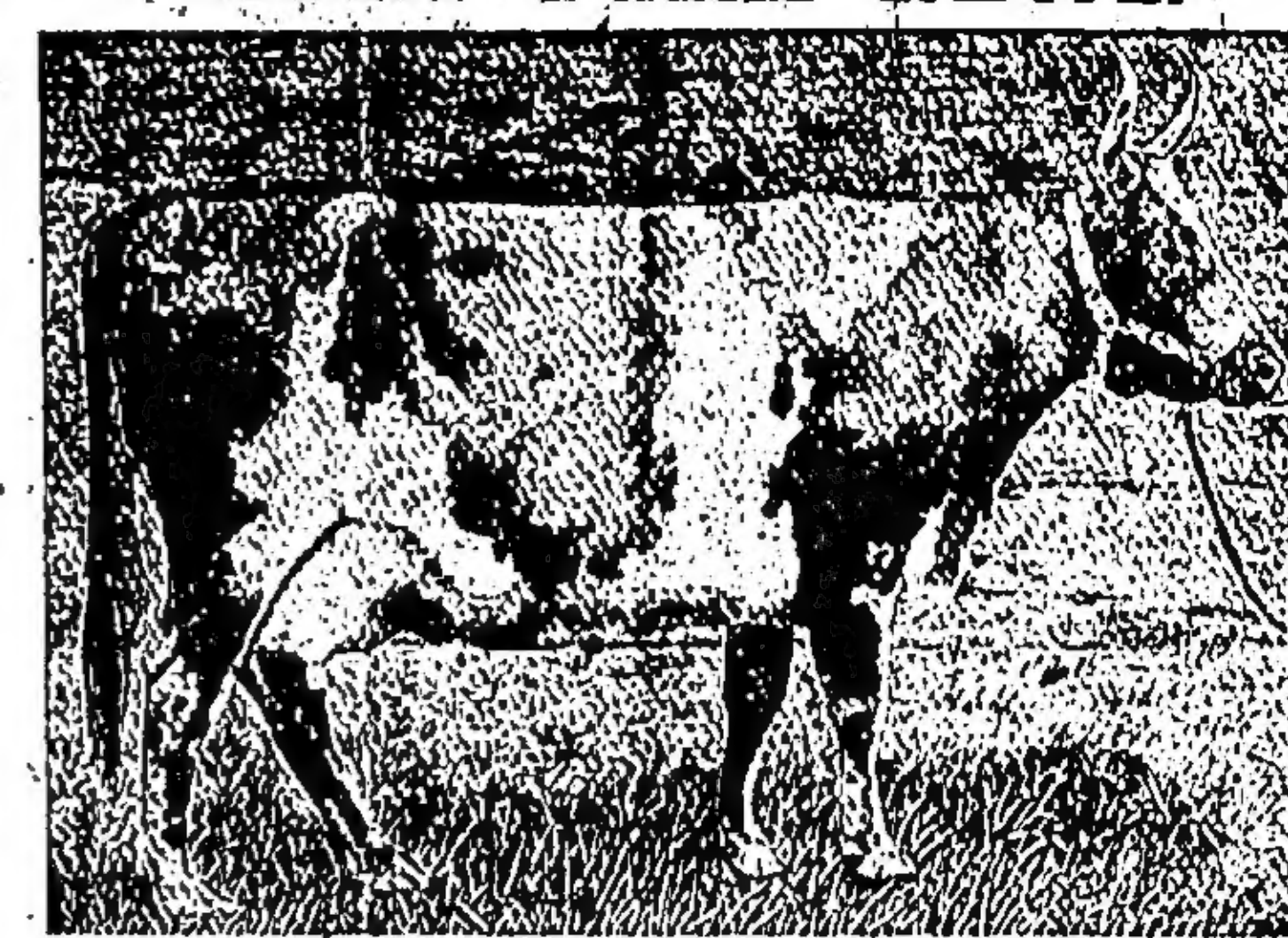
Again in its encouragement of camping and the open-air life, Scouting brings boys back to the bosom of their mother earth, from whom they have not yet strayed far away. Even to us older people there comes at times the call of the open, when we long to leave behind the respectability and conventionality of civilisation, and to return to primitive ways; but to the boy this call is irresistible. In these ways and in the many games and sham fights, which form part of the Boy-Scout programme, a direct appeal is made to the boy's primitive instincts and a splendid outlet is afforded for the overflowing animal spirits which imperatively demand outward expression.

But while his kinship with the animals is close, the growing boy has other deep-seated feelings rapidly gaining in strength, which mark his superiority to the animals. His reasoning faculties are at this time taking shape and causing him to think. He begins to realise that life has its serious side; that there is a battle to be waged, and that one day he will have to fend for himself. Hence he welcomes with open arms the hundred and one arts and crafts that scouting offers to teach him: such useful occupations as carpentry, electrical work, engineering, farming, and a host of others, satisfy the desire for practical utility and point him along the path which will enable him to take his place as a man among men and will fit him to fight life's battle. Moreover, his quickening intellect is search of food, he is thirsting for information of any and every kind; and in the courses of signposting and first-aid, in the exercises which train his powers of observation, and in the contests which test his memory, he finds an ample intellectual pabulum. Scouting gives free play to his creative faculties.

Not only is the boy an animal with all an animal's abounding vitality, not only is he a sentient being with a mind which urges him on to the attainment of practical knowledge, but he is also a spiritual entity possessed of high aspirations, craves it is true but none the less vivid, and filled with noble sentiments struggling to birth, which require direction and encouragement. God made man in His own image, and the divine element present in every boy is putting forth its tender tendrils seeking for some firm support on which to lay their hold. Here, all unknown to the boy, Scouting makes its deepest and most lasting appeal.

The boyish imagination is readily fired by tales of adventure and of knightly chivalry. He admires courage, fortitude, generosity, cheerfulness, unselfishness, and

DAIRY FARM NEWS.



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COMPETITIVE PRICES. ALL SIZES IN STOCK. TYRES TUBES



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HONGKONG, CHINA.

CHEUNG SING 祥

JEWELLERS

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Furniture, Wares, Silk and Embroideries, Tea and Tobacco Leaf.

perhaps in a lesser degree, kindness, and sympathy. And when he finds, as he does in Scouting, that these high qualities are not mere names, but can be translated into solid, concrete, actions through the medium of the "daily good turn," he gives a ready response to the calls for service and for sacrifice which he continually meets with at every turn of the way.

More than this, the boy of Scouting is beginning to realise that he is not a solitary unit fighting a lone hand for his personal benefit, that he is part of an organism, whose members act and react upon each other; in short that he belongs to a complex society with certain rights and duties to perform. Doubtless this awakening the consciousness that "no man liveth in himself," this "when Patriotism is presented to him in its noblest form, not as an exaltation of one's own nation above all other nations, but as an exhortation to a man's efforts for the good things that earth affords to the exclusion of other nations, but as a just pride in his national inheritance and a determination that his nation shall confer the greatest benefit upon the world at large; then some of his deepest feelings are stirred and the inherent nobility of his character prompts him to obey.

Finally, the growing boy is becoming aware of a power behind the

Next year's Royal Show will be held at Leicester. The attendance at the five days show at Newcastle reached 180,010.

ROXOR

MONDAY AUGUST 20 1923.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

SWATOW.

Aug. 21.-D.L. Halobing.
22.-O.S.K. Kwonggang.
23.-O.S.K. Kwonggang.
24.-O.S.K. Kwonggang.
25.-O.S.K. Kwonggang.
26.-O.S.K. Kwonggang.
27.-O.S.K. Kwonggang.
28.-O.S.K. Kwonggang.

AMOI.

Aug. 21.-D.L. Halobing.
22.-O.S.K. Kwonggang.
23.-O.S.K. Kwonggang.
24.-O.S.K. Kwonggang.
25.-O.S.K. Kwonggang.
26.-O.S.K. Kwonggang.
27.-O.S.K. Kwonggang.
28.-O.S.K. Kwonggang.

FOOCHOW.

Aug. 21.-D.L. Halobing.
22.-O.S.K. Kwonggang.
23.-O.S.K. Kwonggang.
24.-O.S.K. Kwonggang.
25.-O.S.K. Kwonggang.
26.-O.S.K. Kwonggang.
27.-O.S.K. Kwonggang.
28.-O.S.K. Kwonggang.

SHANGHAI.

Aug. 21.-N.Y.K. Liverpool Maru.
22.-O.S.K. Kwonggang.
23.-O.S.K. Kwonggang.
24.-O.S.K. Kwonggang.
25.-O.S.K. Kwonggang.
26.-O.S.K. Kwonggang.
27.-O.S.K. Kwonggang.
28.-O.S.K. Kwonggang.

KEELUNG.

Aug. 22.-O.S.K. Kwonggang.
23.-O.S.K. Kwonggang.
24.-O.S.K. Kwonggang.
25.-O.S.K. Kwonggang.
26.-O.S.K. Kwonggang.
27.-O.S.K. Kwonggang.
28.-O.S.K. Kwonggang.

TAKAO.

Sept. 3.-O.S.K. Kwonggang.

TSINGTAO.

Aug. 22.-O.S.K. Kwonggang.

WEIHAIWAI.

Aug. 22.-O.S.K. Kwonggang.

CHEFOO & NEWCHANG.

Aug. 22.-O.S.K. Kwonggang.

TIENTSIN.

Aug. 22.-O.S.K. Kwonggang.

HOIHOW.

Aug. 22.-O.S.K. Kwonggang.

PAKHOI.

Aug. 22.-O.S.K. Kwonggang.

HAIPHONG.

Aug. 22.-O.S.K. Kwonggang.

SAIGON.

Sept. 1.-O.S.K. Kwonggang.

BANGKOK.

Aug. 22.-O.S.K. Kwonggang.

SINGAPORE.

Aug. 22.-O.S.K. Kwonggang.

HONOLULU.

Aug. 22.-O.S.K. Kwonggang.

VANCOUVER ETC.

Aug. 22.-O.S.K. Kwonggang.

VICTORIA.

Aug. 22.-O.S.K. Kwonggang.

SEATTLE.

Aug. 22.-O.S.K. Kwonggang.

AMERICAN PORTS.

Aug. 22.-O.S.K. Kwonggang.

VANCOUVER ETC.

Aug. 22.-O.S.K. Kwonggang.

VICTORIA.

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VICTORIA.

Aug. 22.-O.S.K. Kwonggang.

SEATTLE.

Aug. 22.-O.S.K. Kwonggang.

PHILIPPINE ISLANDS, ETC.

Aug. 22.-O.S.K. Kwonggang.

MANILA.

Aug. 22.-O.S.K. Kwonggang.

Cebu.

Aug. 22.-O.S.K. Kwonggang.

Davao.

Aug. 22.-O.S.K. Kwonggang.

Zamboanga.

Aug. 22.-O.S.K. Kwonggang.

Samar.

Aug. 22.-O.S.K. Kwonggang.

Mindanao.

Aug. 22.-O.S.K. Kwonggang.

Sulu.

Aug. 22.-O.S.K. Kwonggang.

Java.

Aug. 22.-O.S.K. Kwonggang.

Sumatra.

Aug. 22.-O.S.K. Kwonggang.

Borneo.

Aug. 22.-O.S.K. Kwonggang.

Celebes.

Aug. 22.-O.S.K. Kwonggang.

Sulawesi.

Aug. 22.-O.S.K. Kwonggang.

Maluku.

Aug. 22.-O.S.K. Kwonggang.

Moluccas.

Aug. 22.-O.S.K. Kwonggang.

Indonesia.

Aug. 22.-O.S.K. Kwonggang.

East Indies.

Aug. 22.-O.S.K. Kwonggang.

South Seas.

Aug. 22.-O.S.K. Kwonggang.

Pacific.

Aug. 22.-O.S.K. Kwonggang.

Indian Ocean.

Aug. 22.-O.S.K. Kwonggang.

Arabian Sea.

Aug. 22.-O.S.K. Kwonggang.

Persian Gulf.

Aug. 22.-O.S.K. Kwonggang.

Red Sea.

Aug. 22.-O.S.K. Kwonggang.

Mediterranean.

Aug. 22.-O.S.K. Kwonggang.

Black Sea.

Aug. 22.-O.S.K. Kwonggang.

Baltic Sea.

Aug. 22.-O.S.K. Kwonggang.

North Sea.

Aug. 22.-O.S.K. Kwonggang.

English Channel.

Aug. 22.-O.S.K. Kwonggang.

Irish Sea.

Aug. 22.-O.S.K. Kwonggang.

Atlantic Ocean.

Aug. 22.-O.S.K. Kwonggang.

Indian Ocean.

Aug. 22.-O.S.K. Kwonggang.

Arabian Sea.

Aug. 22.-O.S.K. Kwonggang.

Persian Gulf.

Aug. 22.-O.S.K. Kwonggang.

Red Sea.

Aug. 22.-O.S.K. Kwonggang.

Mediterranean.

Aug. 22.-O.S.K. Kwonggang.

Black Sea.

Aug. 22.-O.S.K. Kwonggang.

Baltic Sea.

Aug. 22.-O.S.K. Kwonggang.

North Sea.

Aug. 22.-O.S.K. Kwonggang.

English Channel.

Aug. 22.-O.S.K. Kwonggang.

Irish Sea.

Aug. 22.-O.S.K. Kwonggang.

SAN FRANCISCO.

Aug. 22.-O.S.K. Kwonggang.

LOS ANGELES.

Aug. 22.-O.S.K. Kwonggang.

SAN DIEGO.

Aug. 22.-O.S.K. Kwonggang.

SAN JOSE.

Aug. 22.-O.S.K. Kwonggang.

SAN CARLOS.

Aug. 22.-O.S.K. Kwonggang.

SAN PEDRO.

Aug. 22.-O.S.K. Kwonggang.

SAN FERNANDO.

Aug. 22.-O.S.K. Kwonggang.

SAN LUIS.

Aug. 22.-O.S.K. Kwonggang.

SAN MIGUEL.

Aug. 22.-O.S.K. Kwonggang.

SAN SEBASTIAN.

Aug. 22.-O.S.K. Kwonggang.

SAN JUAN.

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SAN CRISTOBAL.

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SAN RAFAEL.

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SAN VICENTE.

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SAN LUIS.

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SAN MIGUEL.

Aug. 22.-O.S.K. Kwonggang.

SAN SEBASTIAN.

Aug. 22.-O.S.K. Kwonggang.

RIO DE JANEIRO.

Aug. 22.-O.S.K. Kwonggang.

SANTO SPIRITO.

Aug. 22.-O.S.K. Kwonggang.

PARANAGUÁ.

Aug. 22.-O.S.K. Kwonggang.

CURITIBA.

Aug. 22.-O.S.K. Kwonggang.

BOCA RATON.

Aug. 22.-O.S.K. Kwonggang.

VILA VELHA.

Aug. 22.-O.S.K. Kwonggang.

FLORENCE.

Aug. 22.-O.S.K. Kwonggang.

VENICE.

Aug. 22.-O.S.K. Kwonggang.

TRIESTE.

Aug. 22.-O.S.K. Kwonggang.

GENOVA.

Aug. 22.-O.S.K. Kwonggang.

LA SPEZIA.

Aug. 22.-O.S.K. Kwonggang.

PORTO FERRAIO.

Aug. 22.-O.S.K. Kwonggang.

CARRARA.

Aug. 22.-O.S.K. Kwonggang.

PIACENZA.

Aug. 22.-O.S.K. Kwonggang.

PARMA.

Aug. 22.-O.S.K. Kwonggang.

MODENA.

Aug. 22.-O.S.K. Kwonggang.

Bologna.

Aug. 22.-O.S.K. Kwonggang.

FERRARA.

Aug. 22.-O.S.K. Kwonggang.

RAVENNA.

Aug. 22.-O.S.K. Kwonggang.

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MODENA.

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Bologna.

Aug. 22.-O.S.K. Kwonggang.

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Miss Luise Hohloch, int.

Miss Luise Hohloch, 19 a pretty, pink-cheeked girl, from Germany, refused to marry Gottlieb Broisch, of Philadelphia, when he called at Ellis Island Immigration Station, to claim her as his bride, in accordance with arrangements he had made with her parents. She said she did not love him and would not purchase entry into the United States at the price of hypocrisy. Her pluck won, and she was admitted in the custody of the Travelers' Aid Society, where she was to remain until a position could be found for her.



Jack Johnson, int.

Jack Johnson, formerly world's champion heavy weight, who has been out of the limelight for some time, stepped back into the public eye when he attended the annual sale of lambs and sheep in the Sheep Meadows in Central Park, New York City, and purchased several meals right on the hoof.



Mr. & Mrs. G. H. Ferguson, int.

G. Howard Ferguson is the newly appointed Premier of the Province of Ontario, Canada, succeeding Premier Drury. Mrs. Ferguson is a leader of the Montreal social set.



Ten years old and with 1,300 eggs to her credit—more than any other living hen—Lady Anne is out for the world's record of 1,355 eggs, made by a hen that has long since passed into the feathered heaven. Lady Anne is a White Leghorn, owned by Lyle Funk. She is a sign of real nobility in her endom and was born in an incubator.



Cyrille Van Dehecke, alleged slayer of John Shureman, of Lawrence, calmly faced his accuser, Mrs. Sophie Shureman, widow of the dead man, in court there. It is alleged that Van Dehecke forced Mrs. Shureman to elope with him and that when she returned to her husband he shot Shureman to death. Van Dehecke is alleged to have a wife and family in Lawrence and another in Realfre.



Gen. H. J. E. Gouraud, int.

When the Germans launched their offensive of July 14, 1918, with which they hoped to win the war, General H. J. E. Gouraud, who had lost his arm in the Gallipoli Peninsula, commanded a French army in the Champagne defensive sector, in France, to which was attached the Forty second American (Rainbow) Division. General Gouraud's intelligence service knew the exact second of the assault, and he had ordered his infantry to fall back, so that his artillery could wipe out the German attackers. The French fell back, as ordered, but the "fightin' fools" of the Forty-second Division forgot how to retreat. Instead, they met the Germans half way and smeared their attack all over the face of France. "Boys, you've ruined my plans of battle!" General Gouraud told their officers, as with tears in his eyes, he thanked them for their "sublime insubordination."



Anna Chandler, int.

Anna Chandler, popular vaudeville actress, is the youngest grandmother on the stage and one of the youngest in the country. She is not yet 33. She married at 13, and her daughter, Beatrice, was born a year later. Now the daughter, 19, in private life Mrs. Harry Fox, has given birth to a baby.



Frank Carrick, int.

This is Frank Carrick, known as the "husband" of the man-woman arrested as the slayer of Richard O. Tesmer, insurance man, who was slain by a "woman" bandit when he fought to save his wife's wedding ring from robbers. The "woman" known as "Mrs. Carrick," turned out to be Fred Thompson a man himself married to Marie Clark. He had disguised himself as a woman for years. Carrick is held as a draft evader, since he secured exemption on the grounds he was married.



Ganna Walska, int.

Mrs. Charles H. Sabin, wife of the internationally known banker and financier, has been appointed as New York State's representative on the Women's Advisory Committee of the National Republican Committee, recently created by John T. Adams, Republican national chairman.



J. L. Whitfield, int.

Charles O. Nevel, int.

Marie Price, int.

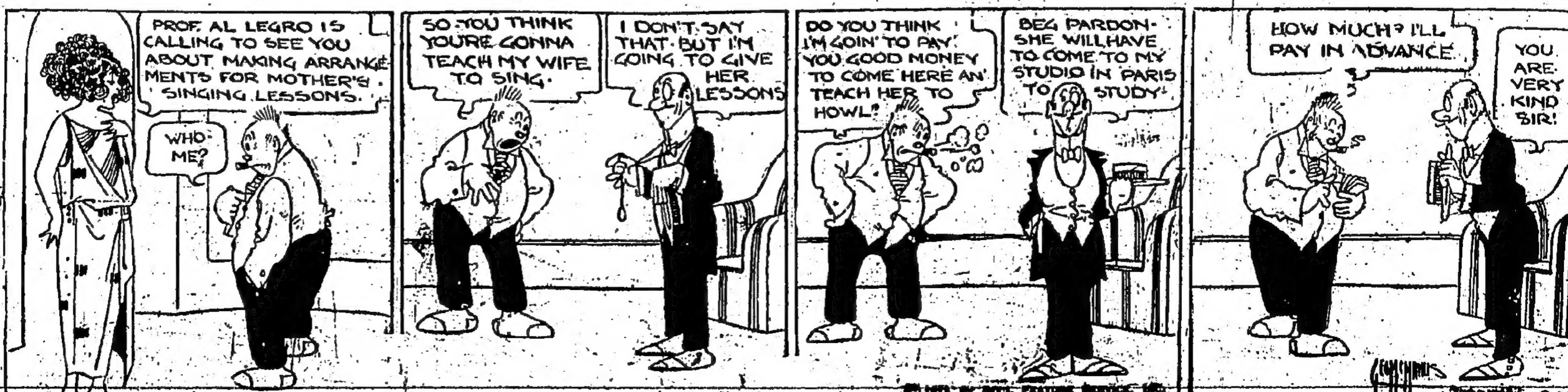
John L. Whitfield, negro desperado, arrested in Detroit, Michigan, after several sensational escapes from other police, has been sent to Cleveland, Ohio, to face trial for the murder of a policeman who had arrested him. While riding to the police station in Whitfield's automobile the negro killed the policeman, burned his body and buried the remains. On his subsequent flight he took with him Marie Price, a 14-year-old white girl. Lieutenant Charles O. Nevel furnished the clues which led to Whitfield's arrest.

L O T O L

BRINGING UP FATHER

Do you experience difficulty when reading at night?—If so you should consult an eye specialist. Then reading by lamplight will be a pleasure, not an infliction. Your sight is also protected.

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EXPERT OPTOMETRISTS
AND OPTICIANS
67 Queen's Road Central.



EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

EUROPE'S TROUBLES.

PARIS, August 18. The Premier, M. Poincaré, intends to invert the original order of the French reply, making the general exposition of the French policy precede, and not follow, the detailed analysis of the British Note; thus, the exposition will prepare the way for subsequent discussion, and the points on which it is hoped an agreement may be reached will be brought out before the objections to the British arguments have been raised, thus making clear France's goodwill and friendliness.

BERLIN, August 18. The Deutsche Tagblatt has been suspended for a fortnight for attacking Herr Stresemann and the Republican form of Government.

BRUSSELS, August 17. The agitation is growing against Havenstein and von Glaser, President and Vice-President of the Reichsbank, who are blamed for the depreciation of the Mark.

The newspaper Vorwärts says that unless they resign within three days, the Social Democrats will demand an immediate Reichstag meeting, with the object of turning them out. It appears that this is the only way of getting rid of them, as their appointments are life ones. It is asserted that they are openly malicious against the Government policy, and the power with which they are invested is held to be largely responsible for the present financial situation.

DRESDEN, August 18. A drastic anti-sabotage decree which has been issued by General Degenstein threatens that a maximum of twenty years' imprisonment and a fine of half-a-million gold marks may be inflicted on anybody impeding the quantity or quality of industrial productions.

Five years' imprisonment and a similar fine is threatened for hindering agents of the Inter-Allied Mission.

The French yesterday seized one hundred and sixty-seven milliard Marks assigned to the Reichsbank at Buchenwald.

An improvement in France was a feature of today's exchanges. French francs were quoted at 82.37 and Belgium at 103.35. Marks were quoted at eighteen millions to £1.

PARIS, August 18. The Finance Minister, M. Delais, today quoted taxation, export and other figures in support of his contention that the depreciation of the franc was in nowise due to the economic situation, but to speculative influences directed towards harassing France in her general policy. He expressed confidence that these manoeuvres would be defeated.

SPORT.

SYDNEY, August 18. The first football test match, Australia v. China, resulted in a win for Australia by five goals to one.

The attendance numbered 25,000.

SCOTTISH LEAGUE.

Following are the results of Saturday's Scottish League matches:—
Aberdeen, 3; Clydebank, 1.
Airdrieonians, 3; Hamilton, 2.
Celtic, 2; Falkirk, 1.
Partick, 3; Ayr, 0.
Hearts, 6; Clyde, 0.
Ruth, 3; Dundee, 0.
Third Lanark, 1; Hibernian, 4.
Kilmarnock, 1; Queen's Park, 4.
St. Mirren, 3; Morton, 1.
Motherwell, 0; Glasgow Rangers, 3.

FOOTBALL, August 18.

Mr. Ben Irish, the owner of the Derby winner Papyrus, has accepted a challenge from American racing men to race against a selected American champion at Belmont Park on October 20 for £10,000 and the title of "fastest horse in the world." The loser is to receive £1,000.

FOREST HILLS, August 18. Miss Helen Mills won the Women's American Lawn Tennis Championship, defeating Mrs. Mallory by 6-2, 6-1.

Miss Mills, who is a Californian school girl, played spectacularly. Right throughout the game she outgeneraled Mrs. Mallory, who has held the title seven times.

The British couple, Miss McKane and Mrs. Corvill, won the Doubles Championship against Miss Goss and Mrs. Wrightman—2-6, 6-2, 6-1.

BOSTON, August 19. Anderson defeated Hirsch, 7-5, 6-2, 6-0, out-playing the Frenchman at every stage of the game.

In the final match Tascote beat McTear, 6-2, 6-1, 6-2.

GERMAN STEAMERS.

In view of a complaint to the effect that seamen on German steamers at present in Australian waters are receiving as wages the equivalent only of 63s. per month in English money, in consequence of the collapse of the Mark, the Australian seamen's Union is calling on the German Government to remove these "conditions of slavery," and threatening to tie up every German vessel visiting Australia unless a prompt and satisfactory reply is forthcoming.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

MOROCCO.

PARIS, August 18. Records are to hand of the rapid consumption of military plans which have been carried out on a large scale for several months with the object of definitely subjugating enemy tribesmen in Morocco. The plans have just successfully terminated in a converging movement, embodying the separation of the Marmouchi and Tzerouchi tribes. On the other hand, advances from Madrid announce another setback; and it is stated that the Spanish forces have been compelled to fall back near Tafaraut, after suffering 250 casualties, including a colonel and twelve officers killed.

BRITISH BATTLESHIP.

LONDON, August 18. The battleships "Nelson" and "Rodney," which are now being built at Chatham, each mount nine 16-inch guns, carried in triple turrets. This is an elaboration of the idea already introduced in the Japanese and American navies. Each gun will be capable of hurling a 2,500 lb. shell.

Another feature will be the special anti-flash arrangements, which embody lessons learned at Jutland, land, where some British ships were sunk owing to shell flashes penetrating the magazines.

IRISH FREE STATE.

LONDON, August 19. The nominations for candidates to the new Dail Eireann, throughout the Irish Free State yesterday numbered altogether 30 constituencies with 153 seats. Mr. Ernest Alton, Professor James Craig and Professor William Thrift, three independent candidates who were the sitting members for Dublin University in the late Dail Eireann, are the only unopposed candidates up to the present.

Capt. Redmond has been nominated for Waterford, which seat his father represented in the House of Commons.

POLITICAL SENTENCES.

SOBIA, August 18. The Plevna Court has sentenced M. Ghoff, Minister of Agriculture in Stanislaus's Government, to fifteen years' imprisonment for contumacious and the loss of rights for twenty-one years, for organising armed resistance against the present Government. Another ex-Government Deputy has similarly been sentenced to thirty-eight years' imprisonment, and others have been sentenced to terms of between two years and four years' imprisonment.

M. Ghoff recently escaped from Czechoslovakia.

CHINA.

LONDON, August 18. Bad as the present position in China undoubtedly is, says Sir John Jordan in the Times, it is no worse than it has been more than once in the past. He considers that the causes of the present disorganisation and the collapse of all authority are largely economic, and reviews events during the past thirty years, showing how the former system of the apportionment of revenue between Peking and the Provinces has been displaced to the latter's considerable disadvantage, until the Provinces have now ceased to send revenue to Peking and have declared a system of fiscal autonomy, which has reduced Peking to a shadow.

Sir John examines and cites the arguments against the different suggestions for remedying the existing situation, but is inclined to favour the proposal that the conference on the Customs, surtax should be enlarged, and should study the fiscal relations between Peking and the Provinces. The conference should be held at Shanghai and should be widely representative. He declares that the Tuchuns are not all bad, and mentions the good qualities displayed by Yen Hsi-shan, Lu Yung-hsian and even Chang Tso-lin.

Sir John Jordan concludes by saying that without Chinese co-operation no effective or permanent remedy can be found for Chinese ills.

BANDIT OUTRAGE.

HANKOW, August 18. Father McHugh and Father Ward arrived this morning at Hankow. Interviewed by Reuters, they stated that the bandits burnt up Sungho on Tuesday morning. Father Ward had arrived there the previous night and escaped unmolested. The bandits then proceeded to Tsao-shih, where they decimated Father McHugh, who had meanwhile escaped by crossing the river, using a door as a raft. All the town was destroyed except the Catholic Church and the Protestant Hospital.

It is believed that the bandits are the same as those who captured Father Maletto. The Chinese circles report that the British Legation has addressed a Note to the Waichow (Chinese) Foreign Office, protesting against the failure of the Chinese Authorities to afford protection to British Missionaries at Tsao-shih.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

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GENERAL BANKING BUSINESS.

BRANCHES:—Shanghai, Peking, Tientsin, Hankow, Canton, Manila, Yokohama, San Francisco and Hongkong.

D. M. BIGGAR, Manager.

EXCHANGE

Hongkong, August 20, 1923.

On London ... 2/3

On demand ... 2/3-1/2

On 4 months sight ... 2/3-1/2

Credits, 4 months sight ... 2/3-1/2

Documentary 4 months sight ... 2/3-1/2

On Paris ... 920

On demand ... 920

On Berlin ... nom.

On New York ... 51 1/2

On demand ... 51 1/2

On Bombay ... 7 1/2

On Hongkong ... 100

On Shanghai ... 100

On demand ... 100

On 30 days sight (private paper) ... 100

On Yokohama ... 100

On demand ... 100

On 100 day fine (per ton) ... 8.85

Sovereigns (Bank's buying rate) ... 31

Silver (per oz.) ... 31

SUBSIDIARY COIN.

Hongkong 50 cent sub. ... 1/2 p.

On demand ... 1/2 p.

Canton coins ... 18 1/2 d.

Bar Silver in Hongkong ... 7 1/2 p.

Chinese Copper Cash ... 5 1/2 p.

Chinese Copper Cash ... 5 1/2 p.

Rate of Native Interest ... 8 1/2 p.

Chinese S. C. ... 10 1/2 d.

Hongkong S. C. ... 10 1/2 d.

Silver (per oz.) ... 31

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LOCAL SHARE MARKET.

HONGKONG, AUGUST 20th, 1923.

OFFICIAL QUOTATIONS.

11 A.M.

Names.	Stock Exchange.	Sharebrokers Association
H.S.R.C. T.T. selling rate	2.3	3/3
on London	2.3	3/3
and on Shanghai	2.3	3/3
Hongkong Bank	109 1/2	b. 109 1/2
do. New	104 1/2	b. 104 1/2
East Asiatic	104 1/2	b. 104 1/2
Marine Insurance	630 b.	b. 630
Canton Insurance	140 b.	b. 140
North China Insurance	330 b.	b. 330
Union Insurance	284 b.	b. 284
Insurance—Yangtze	128 b.	b. 128
Far Eastern	475 b.	b. 475
Ying Wah Insurance	128 b.	b. 128
China Fire Insurance	475 b.	b. 475
Hongkong Fire Insurance	475 b.	b. 475
Shipping	475 b.	b. 475
Douglas	475 b.	b. 475
H.K. Steamboat	475 b.	b. 475
Indo-China (Fr.)	475 b.	b. 475
do. (Def.)	475 b.	b. 475
do. (H.K. Reg.)	475 b.	b. 475
Shell Transport	475 b.	b. 475
Star Ferries	475 b.	b. 475
China Sugar	475 b.	b. 475
Malayan Sugar	475 b.	b. 475
Mining	475 b.	b. 475
Kailan Mining Adm.	475 b.	b. 475
Langkate	475 b.	b. 475
Shanghai Loan	475 b.	b. 475
Shan Exploration	475 b.	b. 475
Ranby	475 b.	b. 475
Tonghai Mines	475 b.	b. 475
Ural Caspian	475 b.	b. 475
Pengsat Co.	475 b.	b. 475
Doan's Warehouse, Godowns, &c.	475 b.	b. 475
B. & W. Wharves	475 b.	b. 475
B. & W. Dock	475 b.	b. 475
Shai Docks	475 b.	b. 475
New Engineering	475 b.	b. 475
H.K. Engineering	475 b.	b. 475
Shanghai Roadways	475 b.	b. 475
Land, Hotels & Buildings	475 b.	b. 475
Hongkong Hotel	475 b.	b. 475
Hongkong Land	475 b.	b. 475
Hongkong Ropes	475 b.	b. 475
Hongkong Tramways	475 b.	b. 475
Peak Tramways (Old)	475 b.	b. 475
Macao Do	475 b.	b. 475
Steam Landreels	475 b.	b. 475
H.K. Steel Foundry	475 b.	b. 475
Waterworks	475 b.	b. 475
Wm. Watson	475 b.	b. 475
Wm. Crawford	475 b.	b. 475
Canton Ice	475 b.	b. 475
H.K. Construction	475 b.	b. 475
Nanyang Tobacco	475 b.	b. 475
Sinocine	475 b.	b. 475
Manchurian	475 b.	b. 475
H.K. Realty	475 b.	b. 475
H.K. Taxic	475 b.	b. 475

HONGKONG & SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ... \$80,000,000

Paid-up Capital ... \$80,000,000

Reserve Funds ... \$24,500,000

Sinking ... \$24,500,000

Reserve Liability of Proprietors ... \$20,000,000

Court of Directors:—Hon. Mr. A. G. Lang—Chairman.

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